

# CAPSULE SUMMARY

WA-III-039

Gapland Historic District

Gapland Road

Gapland, Washington County, Maryland

1880-1940

Private

Gapland is a small rural town located in southeastern Washington County. Surrounded by rolling farms, it is nestled in the heart of Pleasant Valley. Springs from the mountains feed into Israel Creek which flows through Gapland and into the Potomac River. Gapland Road is the main street which runs through the town. The overall appearance of the town is of a rural agricultural and residential community. The public buildings that had served the community in the past included a general store and gas station, a train station, a saw and grist mill, and a school; however, none of these places are open today. Some have been demolished, while others have been converted into residences. The architecture in town is reflective of the development of a rural village as a result of the railroad during the period of significance for Gapland, which is from 1880 to 1940.

Gapland is an important example of a turn-of-the century railroad town in the Pleasant Valley region of Washington County, Maryland. When the Washington County Railroad was at its peak, the town also experienced growth and economic stability. The B&O Railroad brought people, jobs, and material goods to Gapland and allowed the rural farming community to develop an identity as a town. Gapland's growth in the early 20<sup>th</sup> century is reflected in the concentration of popular turn-of-the century architectural forms expressed in the houses along Gapland Road. While the Gapland Station building is no longer standing, evidence of the rail line and its impact on the town remain. As the popularity of rail travel declined, so did the town of Gapland. Even with the growth of automobile transit, Gapland has remained a small, but important rural village.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. WA-III-039

### 1. Name of Property (indicate preferred name)

historic Gapland Historic District

other

### 2. Location

street and number Gapland Road West of Route 67 not for publication

city, town Gapland X vicinity

county Washington

### 3. Owner of Property (give names and mailing addresses of all owners)

name Multiple Property Owners (see attached sheet)

street and number telephone

city, town state zip code

### 4. Location of Legal Description

courthouse, registry of deeds, etc. Washington County Circuit Court Clerk liber folio

city, town Hagerstown tax map 84 tax parcel multiple tax ID number

### 5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District  
☐ Contributing Resource in Local Historic District  
☐ Determined Eligible for the National Register/Maryland Register  
☐ Determined Ineligible for the National Register/Maryland Register  
☐ Recorded by HABS/HAER  
☐ Historic Structure Report or Research Report at MHT  
☐ Other: \_\_\_\_\_

### 6. Classification

Category	Ownership	Current Function	Resource Count
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> commerce/trade	Noncontributing
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	16
<input type="checkbox"/> site		<input checked="" type="checkbox"/> domestic	17
<input type="checkbox"/> object		<input type="checkbox"/> education	33
		<input type="checkbox"/> funerary	12
		<input type="checkbox"/> government	15
		<input type="checkbox"/> health care	27
		<input type="checkbox"/> industry	Total
		<input type="checkbox"/> landscape	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	

Number of Contributing Resources previously listed in the Inventory

## 7. Description

Inventory No. WA-III-039

### Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

### Summary Description

Gapland is a small rural town located in southeastern Washington County. Surrounded by rolling farms, it is nestled in the heart of Pleasant Valley. Springs from the mountains feed into Israel Creek which flows through Gapland and into the Potomac River. Gapland Road is the main street which runs through the town. The overall appearance of the town is of a rural agricultural and residential community. The public buildings that had served the community in the past included a general store and gas station, a train station, a saw and grist mill, and a school; however, none of these places are open today. Some have been demolished, while others have been converted into residences. The architecture in town is reflective of the development of a rural village as a result of the Baltimore & Ohio Railroad during the period of significance for Gapland, which is from 1880 to 1940.

The community of Gapland is bound on the north by Route 67 and on the south by Valley View Court. Gapland Road runs in a north/south alignment through the community. This MIHP form documents only those historic structures and buildings located along Gapland Road; it does not include the farmsteads that are dispersed along Kaetzel Road and the branch of Gapland Road which runs south of Kaetzel Road, west of the town center. Many of these outlying farmsteads have been individually documented on separate MIHP forms and are therefore not included in this survey.

Gapland contains a landscape that conveys its rural agricultural traditions. The town is surrounded by spacious farmland. The character of the town is low-density residential. Prior to the establishment of the railroad station, the area now known as Gapland was part of a large tract of land.<sup>1</sup> Aside from small houses and yards, the surrounding landscape is rolling fields and woods.

Following the establishment of Clagetts Station along the Washington County Railroad in the late 1860s, the region experienced significant growth and change. For Gapland (then Clagetts Station), the railroad station became the hub for the development of a town in the 1880s. Spurred by the railway, the town saw the construction of buildings of different styles throughout Gapland. A significant portion of the buildings are two-story, three-bay vernacular wood-frame I-Houses, a very common vernacular form that appears in early 20<sup>th</sup> century. Vernacular Victorians, American Foursquares and Bungalows are also present in Gapland.

The appearance of Gapland today is reflective of its history as an agricultural community that saw extensive growth as a result of railroad and later automobile transportation. The lots in Gapland are of various sizes and shapes, depending upon the time when they were developed. Most of the lots on the northern end of Gapland are long and narrow while the southern lots are rectangular in shape. Some properties have one or more secondary structures in addition to the main house. Remnants of the graded railroad bed of the Washington County Railroad line can still be observed on the west side of Gapland Road where the road forks to the southeast. Although the town lacks sidewalks, the road is quiet and pedestrian friendly.

The buildings in Gapland can be organized into three clusters, based upon their location, style, and date of construction. The northern cluster starts from the Pleasant Valley Baptist Church and ends before the southeastern curve in Gapland Road. Within this cluster, buildings are almost equally spaced from north to south and are generally set back a few feet from the public right-of-way. These are the most modern buildings in Gapland, and most date from 1950-1953. The middle cluster of houses are located between the old railroad bed and Gapland Road. The lots in this cluster are of irregular-shape. A group of three houses located to the west of the train track bed are placed tightly on graded land and set back more dramatically from the road than their neighbors. These are some of the oldest buildings in the town of Gapland, dating to the last two decades of the 19<sup>th</sup> century. The third, or southern cluster consists of buildings constructed in a linear plan along the road and fronting very close to the street. These buildings represent the middle period of construction in Gapland, dating to the first two decades of the 20<sup>th</sup> century.

The architecture in Gapland exhibits the development of local's taste in contemporary architecture and the transformation of building technology and materials in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. Despite alternations and replacement of historic materials, many

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. WA-III-039

Name : Gapland Historic District  
**Continuation Sheet**

Number 7 Page 1

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buildings in Gapland retain their historic character through their basic form. The area of Gapland included in this survey contains a total of twenty-eight properties, sixteen of which were constructed from 1880-1940, during the period of significance for Gapland, and are considered contributing to the historic district. The remaining twelve houses were constructed after World War II and have a different character. These houses are non-contributing resources within the historic district. In addition to the primary dwellings, there are seventeen secondary structures that were constructed during the period of significance and are contributing to the historic district. There are fifteen secondary structures which are considered non-contributing.

### Physical Description

Settlement of the area known today as Gapland began in the mid-19<sup>th</sup> century, when the area was a primarily agricultural community. Although the Clagetts Station stop along the Washington County Railroad line was built in the 1860s, it was not until the end of the 19<sup>th</sup> century that the railroad station spurred denser development. The town that formed around the train station was first known as Clagetts Station. The train station appears on the 1910 Antietam USGS Quad map, along with 7 houses and a school. Based on historic mapping, tax records, and deed research, each resource in the historic district was dated and a period of significance was established. Buildings constructed from 1880 to 1940 are considered to be within the period of significance for this district, based upon the historic and architectural trends in Gapland. At the end of this report, an evaluation chart will describe each building's form or style with estimated building dates.

The architectural styles, forms, and materials in Gapland follow the town's economic development. Although buildings constructed in different time periods are interspersed along Gapland Road, there are a few distinct examples of significant building types that represent Gapland's growth over time. The historic buildings that fall into the period of significance can be grouped chronologically in three phases by their distinctive architectural features.

The first building phase in Gapland dates to the late 19<sup>th</sup> century, when the train station was an increasingly important commercial center for the area. Introducing cheaper goods and labor, the railroad inspired great hope for the once rural area. The oldest house still standing in Gapland is the house at 3224 Gapland Road. The house complex currently consists of three parts: a two-story, three-bay late 19<sup>th</sup> century vernacular house with Greek Revival embellishments, a two-story, four-bay vernacular I-House, and a one-story, one-bay porch addition. Each part is built in a different time period, however the oldest part dates back to the early 1880s. According to the 1870 Census, the land owner, Elizabeth A. Clagett lived here with her son-in-law, Augustus Young, Gapland's first postmaster. Based on the style and the construction material, we suggest that the middle section was built first, the I-House was added to the north in the early 20<sup>th</sup> century, and finally the porch addition was added to the south. It is possible that this residence served as a hotel for a short period at the turn of the century, but this has only been speculation based on oral history provided by local residents. It is a unique example of Gapland's growth as a transportation hub which provided shelter for boarders in early 20<sup>th</sup> century.

The railroad era not only invited businesses to the area, but also called for showy architecture that signified status and modernity. The turn-of-century saw a vernacular form of the Queen Anne Victorian style play a prominent role in Gapland's landscape. The identifying features of the Queen Anne Victorian style include steeply pitched roofs, irregularly projecting gables, and a variety of ornamentation to avoid a simple, symmetrical, Classical appearance.<sup>2</sup> The house at 3314 Gapland Road, which dates to about 1896, is an excellent example of a vernacular Queen Anne house. The wood-frame, cross-gable house has asymmetrical fenestration and one turret with a steeply pitched, hipped-roof projecting out from its southern end of the façade. The fully-turned cornice is emphasized with dentils. Although the house has been altered materially, it retains many of the features which are characteristic of its Victorian style. The house at 3228 Gapland Road is also a fine example of a Victorian home in Gapland. It has a symmetrical façade with two turrets with steeply pitched, hipped-roofs and a projecting bay window.



# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. WA-III-039

Name : Gapland Historic District  
**Continuation Sheet**

Number 7 Page 2

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Economic prosperity brought by the railroad continued into the 20<sup>th</sup> century. The second phase of construction in Gapland witnessed more diversity in housing forms. The railroad provided builders with greater access to more modern housing styles and building materials, and allowed for the construction of popular styles in small railroad towns such as Gapland. The second phase saw the prevalence of the I-House form in the first two decades of the 20<sup>th</sup> century; the I-House is still the most common house form seen in Gapland today.

The I-House form is typically a two-story, three-by-one bay, wood-frame dwelling with a side-gable or cross-gable roof. In some variations, the houses might have an ell built perpendicular to the main block, forming an overall shape of an L or T. Compared to the Victorian style, the I-House form is symmetrical and may lack any decorative embellishments. The house at 3201 Gapland Road is a classic example of an I-House. The two story, three-by-one bay, wood-frame dwelling has a cross-gable roof with partial cornice returns. Clad in modern vinyl siding, the house has symmetrical fenestration and an octagonal window over the center bay. Houses at 3205, 3207, 3212, and 3223 Gapland Road are all variations of the same form built in the early 20<sup>th</sup> century.

Nurtured by the economic stability brought by the Washington County Railroad, Gapland continued to grow in the early 20<sup>th</sup> century. Before WWII, the town saw greater architectural diversification. The house at 3305 Gapland Road exhibits this transformation of building form. The two-story vernacular dwelling applied a decorative Palladian widow on the center gable, and a full-length porch with Victorian-influenced embellishments. The third phase of Gapland architecture brought about several new forms and styles as a result of the popularity of pattern books. Although the I-House was the most prevalent housing form in Gapland, an American Foursquare and several Bungalows were constructed during this period.

The most prominent feature of an American Foursquare is its square, box-like shape. The characteristics of the form include a hipped roof, a dormer on the façade, and a one-story porch. The house at 3322 Gapland Road is a great example of this housing form. The Bungalow was also a popular style in this phase and was typically one-and-one-half stories in height with gable roofs, large dormers, wood-frame construction, and full-length front porches. The houses at 3319 and 3323 Gapland Road are Bungalows.

The overall character of Gapland today is low-density, rural, and residential; commercial or other public buildings which once served the community are gone. The old train station is no longer standing, and the general store and gas station are in ruins. The one-and-one-half story vernacular wood-frame house at 3200 Gapland Road was a school from 1906 until about 1931; it has been converted into a residence. Small, post-WWII dwellings are located at the northern end of Gapland and represent a change from railroad to automobile-oriented transit experienced in Gapland in the middle of the 20<sup>th</sup> century. Despite the changes, the history of Gapland's development is strongly reflected by its architecture and landscape. The vernacular frame houses with modest embellishment maintain the character of the once prosperous railroad town.

See attached list of contributing and non-contributing resources.

## 8. Significance

Inventory No. WA-III=039

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input checked="" type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates 1880-1940

Architect/Builder

Construction dates

Evaluation for:

☒ National Register

☒ Maryland Register

☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

### Statement of Significance

Gapland is an important example of a turn-of-the century railroad town in the Pleasant Valley region of Washington County, Maryland. When the Washington County Railroad was at its peak, the town also experienced growth and economic stability. The Baltimore & Ohio Railroad brought people, jobs, and material goods to Gapland and allowed the rural farming community to develop an identity as a town. Gapland's growth in the early 20<sup>th</sup> century is reflected in the concentration of popular turn-of-the century architectural forms expressed in the houses along Gapland Road. While the Gapland Station (a.k.a. Clagett's Station) building is no longer standing, evidence of the rail line and its impact on the town remain. As the popularity of rail travel declined, so did the town of Gapland. Even with the growth of automobile transit, Gapland has remained a small, but important rural village.

### Historic Context

Pleasant Valley is located at the southeastern end of Washington County, near its border with Frederick County. The valley is bound to the east by South Mountain and the west by Elk Ridge; Israel Creek and its small tributaries runs through the valley and into the Potomac River to the south. The surrounding landscape is rolling and predominantly under cultivation, but Pleasant Valley provided the "home of a very prosperous and contented farming community."<sup>3</sup> A number of small communities dot the landscape, centered around historic mills, train depots, and old toll roads. Small farmsteads, heavily influenced by the influx of Pennsylvania Germans in the 18<sup>th</sup> and 19<sup>th</sup> centuries, stretch from one town to another creating a rolling rural landscape. Pleasant Valley has seen the impacts of the Civil War and the expansion of industry and transportation. The Washington County (Baltimore & Ohio) Railroad and Chesapeake & Ohio Canal, once vital to economic stability of these communities are now defunct. The modern Route 67 runs from Boonsboro south to Route 340 in Weverton, replacing the small, local roads that once connected these communities. Although much has changed in Pleasant Valley over the past three centuries, the bedroom community still maintains it quiet, rural feeling, and its strong connection to the past.

The Civil War played a pivotal role in the history of Washington County and in the Pleasant Valley region. The Civil War had its most significant impact on Pleasant Valley in September of 1862, when several significant battles occurred in the area.<sup>4</sup> That September General Robert E. Lee divided his army to march towards South Mountain<sup>5</sup> and then on to Pennsylvania. His Maryland Campaign was intended to engage the Army of the Potomac on northern soil, to have a decisive victory, and to gain the support of foreign governments. The Army of the Potomac, under General George B. McClellan found intelligence known as Order 191 that outlined Lee's plans. As a result, McClellan sent his forces ahead to engage Lee's army in an altercation that commenced on Sunday, September 14<sup>th</sup>, 1862. Known as the Battle of South Mountain, it is more accurate to describe the events as the *Battles on South Mountain*, as three distinct altercations occurred at Fox's Gap, Turner's Gap and Crampton's Gap on South Mountain between troops.<sup>6</sup>

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. WA-III-039

Name: Gapland Historic District  
Continuation Sheet

Number 8 Page 1

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The battle at Crampton's Gap was fought in the heart of Pleasant Valley, with troops marching through fields from Boonsboro to Weverton. On September 14<sup>th</sup> the skirmish began at noon; fighting until dark, Union troops outnumbered the Confederates 10 to 1. There were an estimated 4,500 casualties resulting from the battles on South Mountain. The loss devastated General Lee's planned campaign to Pennsylvania and, as a result, he relocated his troops to Sharpsburg. Sharpsburg was naturally defensible and would be crucial in fending off a Union attack. Although the Battle of Antietam at Sharpsburg was the bloodiest day in the Civil War, it was the events on South Mountain and its aftermath that greatly affected the areas in Pleasant Valley.<sup>7</sup> Following the retreat of the Confederate forces from Antietam, "civilians in western Maryland were not sure what they'd find at home."<sup>8</sup>

Although not all of the residents of Pleasant Valley were directly impacted by the fighting at the battles on South Mountain, the presence of the soldiers was felt in the homes of local residents and was reflected in the damage to the local landscape. A newspaper clipping from the *Herald of Freedom and Torch Light* that was run in the *Baltimore Sun* on September 26<sup>th</sup> 1862 noted that "from Hagerstown to the Southern limits of the county wounded and dying soldiers are to be found in every neighborhood and in nearly every house...nearly the whole population is engaged in waiting on and ministering to their wants."<sup>9</sup> Another article that ran on the same day reported that the region had been "eaten out of food of every description" and that "the two armies of from eighty to a hundred thousand each have swept over it, and devoured everything within reach."<sup>10</sup>

With the Union victory at South Mountain, Lee's Maryland Campaign was finished and his intention to "fight on the ground of his choosing" was over; General Lee was robbed of the opportunity for a victory in Pennsylvania.<sup>11</sup> South Mountain is considered a significant site in American and Civil War history that had a major impact on the people and landscape of Pleasant Valley.

Agriculture played an important role in the history of Pleasant Valley; its impact can be seen today by the small fields and farmsteads which still dot the landscape. During the early history of Washington County, the land was considered infertile and inhospitable to agriculture due to the numerous limestone outcroppings and dense wooded areas. For this reason, settlement in the area was slow.<sup>12</sup> Pleasant Valley, however, was well suited for small scale agriculture with Israel Creek running between South and Elk Mountains. Despite early notions of the agricultural value of the land, Pleasant Valley became heavily involved in farming beginning in the middle of the 18<sup>th</sup> century.

In the 18<sup>th</sup> century, German settlers migrated from Pennsylvania into Western Maryland; many families settled in the Pleasant Valley area of Washington County. As settlers arrived, they found fertile land for growing grains. These early German immigrants established themselves in permanent homes, often constructed of stone farmers found while tilling the fields.<sup>13</sup> The German immigrants brought a specific style of architecture and construction to Pleasant Valley.

From the mid-18<sup>th</sup> to mid-19<sup>th</sup> centuries, the architecture of Washington County reflected the significant role agriculture played in the County. On small farmsteads, stone farmhouses and large bank barns replaced earlier buildings and demonstrated the heavy Pennsylvania German influence on the architecture and culture of the region.<sup>14</sup> The most significant example of this influence was the Pennsylvania German bank barn, which had a large stone foundation built into a hill.<sup>15</sup> The use of stone in the construction of foundations, farmhouses, chimneys, and farm fences reflected the utility, availability and economic stability of region. This construction can be seen on several of the farmsteads on the outskirts of Gapland, but does not appear in the architecture of the town of Gapland documented in this form.

As Pennsylvania Germans moved into the area, they planted grains and began milling. As a result, the economy of Washington County was based largely on grains and milling, rather than tobacco, which was the crop of choice in eastern Maryland.<sup>16</sup> Despite earlier notions, the limestone made the local soil best suited for growing grain.<sup>17</sup> The sale of wheat and small grains stabilized the region and strengthened the local economy. Grain was a versatile crop, which could be "sold in bulk, or processed into flour and meal,

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. WA-III-039

Name: Gapland Historic District  
**Continuation Sheet**

Number 8 Page 2

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or distilled into whiskey.”<sup>18</sup> As a result, the demand for grain was high, and transporting grain was essential to the economic success of the region.

Prior to the Baltimore & Ohio Railroad and the Chesapeake & Ohio Canal, turnpikes were used to transport grains to major markets like Philadelphia and Baltimore.<sup>19</sup> The popularity of grain farming in Washington County improved both the economy and the local roads. The construction of the B&O Railroad and the C&O Canal only served to improve the prosperity of local farmers. Following the Civil War, the County became more urbanized as people moved from the countryside to nearby towns.<sup>20</sup> Although regions of the County were still characterized by small farmsteads in rural areas, the regional growth of industry and the availability of road and rail transportation had a significant impact on Pleasant Valley.

The productive agricultural conditions in Pleasant Valley provided large quantities of grain for the local mills. With five major roads crossing through gaps in South Mountain, along with the C&O Canal and the B&O Railroad, mills in Pleasant Valley could easily ship to port cities and markets. Milling was a major industry in the Pleasant Valley region in crossroad towns and along the Potomac River. After the C&O Canal's completion, flour was the major commodity it transported.<sup>21</sup> Many flour mills were established between 1783 and 1820; this was a time when the County experienced a period of resettlement. When Casper Wever purchased land in the Weverton area in the 1820s, his first major land holding included an early flour mill.<sup>22</sup> Gapland had both a saw and grist mill in the beginning of the twentieth century, while Garretts Mill Road was named after Edward Garrott's family mill.<sup>23</sup> Washington County became the most productive county in the state for the number of flour mills and the number of barrels of flour produced; by 1810 Maryland was the third largest flour-producing state.<sup>24</sup>

The Baltimore & Ohio Railroad and the Chesapeake & Ohio Canal played a critical role in the history of transportation and development of Maryland. On July 4, 1828, the cornerstone of the Main Stem of the B&O Railroad was laid by Charles Carroll, the last surviving signer of the Declaration of Independence.<sup>25</sup> The cornerstone was laid the same day as the ground breaking of the C&O Canal. These two transportation thoroughfares would compete for dominance in western expansion throughout the 19<sup>th</sup> and 20<sup>th</sup> centuries.<sup>26</sup> One place where this competition came to a head was in Washington County. By the mid-19<sup>th</sup> century, the people of Washington County wanted to have access to the Main Stem of the B&O Railroad for travel and commercial shipping. In 1857, representatives from Hagerstown petitioned the state legislature for a bond for a rail line; however, it was not until 1867 that the B&O line named the Washington County Railroad was completed, with the help of workers from the Main Stem of the B&O railroad.<sup>27</sup> When it was completed, the Washington County Railroad stretched twenty-four miles in length, running through Pleasant Valley, from Weverton, at the Main Stem, to Hagerstown, where it intersected with other lines. There were eight (8) stations between Weverton and Hagerstown, Bartholow's, Brownsville, Clagett's, Baler's (also Beeler's) Summit, Rohrsersville, Eakle's Mills, Keedysville, and Breathed's.<sup>28</sup> The line's southernmost point at Weverton was no coincidence. Weverton founder Casper Wever was a civil engineer for the B&O railroad, and he used his influence to bring both the B&O rail line and the C&O Canal through his large land holdings at the southeastern end of Washington County.

The new railroad line brought greater opportunities for the people of Pleasant Valley. The train stations and warehouses brought new jobs to the area. As a result, towns formed around the stations. The B&O also provided greater access to more markets for the trade of goods and services throughout the region.<sup>29</sup> At first, the Washington County Railroad was a popular commuter line for passengers traveling to and from Washington and Baltimore; however, by the 1870's, a line ran directly from Hagerstown to Baltimore and the Washington County line became a local route.<sup>30</sup>

The Washington County Railroad was important to the B&O Railroad Company because of the opportunity it provided for the company to expand into competitive territory, as the line's major competitors were the Western Maryland Railroad and the C&O Canal. The Washington County Railroad would outlast both competitors; however, the line ended its service in 1953, when the automobile became the preferred method of transit.<sup>31</sup>



# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. WA-III-039

Name: Gapland Historic District  
Continuation Sheet

Number 8 Page 3

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In the early 19<sup>th</sup> century, as the nation expanded westward, the development of transportation routes from the eastern seaboard became an important means of linking people and commodities. While overland roads and rail were improving, the utilization of navigable waterways was another significant part of this expansion. On July 4<sup>th</sup>, 1828, after years of legislative and logistical planning, the Chesapeake and Ohio Canal Company broke ground with U.S. President, John Quincy Adams presiding.<sup>32</sup> When completed, the total length of the canal was 184.5 miles with 74 canal locks.<sup>33</sup> The ownership of the canal was transferred to the B&O Railroad trustees in 1889 following a severe flood; the canal never fully recovered from the damage caused by the flood.

For the Pleasant Valley region, the development and expansion of Route 67 in the middle of the 20<sup>th</sup> century changed the transportation landscape. Pleasant Valley has historically been traversed by a series of toll and postal roads, with a main road running north/south from Weverton to Rohrsersville (later named Route 67) and several east/west roads from the mountains surrounding the valley. Turnpikes, such as the Gapland Turnpike running through Crampton's Gap on South Mountain, were essential in accommodating transportation and generating revenue.<sup>34</sup> Following the construction of the National Road through Hagerstown in the early 19<sup>th</sup> century, other turnpike companies built roads from Hagerstown, which stimulated trade and development throughout the County.<sup>35</sup> Many of these historic roads and turnpikes are still a part of the Pleasant Valley transportation network today; however, the major north/south thoroughfare is now a modern, two-lane road, Route 67, Rohrsersville Road.<sup>36</sup> While Route 67 was originally comprised of small local roads which snaked through Pleasant Valley, in the 1960s a new road was built west of the original route.<sup>37</sup> Since then, the local roads have become more residential, with small towns centered around them. The modern Route 67 serves as a commuter corridor from Route 340 near Weverton to Boonsboro. Route 340 is the other major thoroughfare which has historically traversed the southeastern tip of Washington County. Running west from Frederick to Knoxville and then to Sandy Hook, the road that would later become Highway 340 can be seen as early as 1866 on the Martenet Map of Washington County. The road became a highway in late 1930s or early 1940s.<sup>38</sup> In the 1960s, when Route 67 was laid out, portions of Route 340 were changed to accommodate the new road.<sup>39</sup> The role of rail and automobile travel played an important role in shaping the architecture and landscape of Washington County in the 19<sup>th</sup> and 20<sup>th</sup> centuries.

### Resource History

Gapland is a small, rural hamlet that is surrounded by modest farmsteads in the Pleasant Valley region of Washington County. Located west of Route 67, the town is centered around Gapland Road, with a number of small farms on its outskirts. In the 19<sup>th</sup> century, the area was part of a large tract of land owned by Dr. Joseph Clagett,<sup>1</sup> a prominent physician from the Rohersville vicinity.<sup>40</sup> By the middle of the 19<sup>th</sup> century, the Clagett family owned a large amount of land in the County, which included a flour mill.<sup>41</sup> When the Washington County Railroad was laid in 1867, a station was established in the area, then known as Clagetts or Clagetts Station. The other major landowner in the area in the mid-19<sup>th</sup> century was Thomas H. Crampton, whose property was located on the slope of South Mountain. Known as Crampton's Gap, the site was host to one of the skirmishes in the Battle of South Mountain during the Civil War.<sup>42</sup> While Gapland proper had not formed, the effects of the Civil War were felt by many farmers in Pleasant Valley.

By 1877 an illustrated map of Pleasant Valley shows a number of small homes and farms to the northwest of Clagetts Station. These farms were owned by families including the Mullendores, Youngs, Grimes, and Tinkers.<sup>43</sup> In the 1880 census, there were several farmers and laborers, a school teacher, a cooper, and a boarder listed as living in Pleasant Valley near Clagetts Station.<sup>44</sup> The first houses in the town of Clagetts Station were constructed near the train station in the early 1880s; the first post office in Clagetts Station

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<sup>1</sup> The name "Clagett" has a number of spellings, Claggett, Clagget, and Clagett depending on the reference. To retain consistency, the spelling "Clagett" will be used in this report.



# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. WA-III-039

Name: Gapland Historic District  
**Continuation Sheet**

Number 8 Page 4

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was located in the train station in 1883. Dr. Joseph Clagett's son-in-law, Augustus Young, was the first postmaster for Clagetts, where he served until 1890, when the name of the town changed.<sup>45</sup>

The name of the town and the train station was changed to Gapland in 1890.<sup>46</sup> Gapland was named after the estate of George Alfred Townsend (1841-1914), an author and newspaper correspondent during the Civil War who used the pen name was "Gath." He named his homestead at Crampton's Gap on South Mountain "Gapland," as it sat in the gap of the two nearby mountains.<sup>47</sup> Townsend felt that the name Gapland was the "natural definition of the character of the place."<sup>48</sup> Townsend formed the Gapland Improvement Company in the 1890s with the intention of turning Gapland into a "metropolitan summer mecca" that would attract buyers from Washington.<sup>49</sup> He was also responsible for the formation of the Gapland Turnpike Company, which constructed a turnpike from Crampton's Gap to Gapland Station. This turnpike later became Gapland Road, the main road servicing the town of Gapland from Route 67.<sup>50</sup> Although Townsend's plans for Gapland never came to fruition, the town grew slowly from the end of the 19<sup>th</sup> century into the early twentieth century.

By the first decade of the 20<sup>th</sup> century, Gapland had grown from a primarily agricultural community, to a town centered around the railroad station. Gapland had a number of basic services, including a general store, school, post office, a library, and several small businesses.<sup>51</sup> The railroad station also provided employment for many residents in Gapland. As early as 1900 the census reflects the number of Gapland residents employed by the B&O Railroad as engineers, inspectors, and trackmen. Gapland Station also provided jobs for telegraph operators, merchants, salesmen, and carpenters.<sup>52</sup> In the summer, locals took in boarders who rode the train out from Washington and Baltimore. By 1910 there were seven houses around the train station.<sup>53</sup> Charles E. Poole, who owned a house adjacent to the train station, was listed as the owner of C.E. Poole & Son, General Merchandise, in the 1907 Hagerstown District Telephone Directory.<sup>54</sup> Gapland was also home to a school, which was established in 1906 by the Board of County School Commissioners of Washington County.<sup>55</sup> The first decade of the twentieth century witnessed the significant growth of the town center in Gapland.

In the second decade of the 20<sup>th</sup> century, Gapland saw continued residential growth and small business development as a result of the rail line. The population of Gapland from 1909-1911 was 55; by 1915-1917 the population nearly doubled to 100 residents. As a result of the growing population there was an increase in small businesses in Gapland. The town boasted a daily stage coach, a saw and grist mill, a watchman, train car repairmen, and laborers for the B&O Railroad, hay and coal retailers, a grain dealer, and several residents who sold poultry, butter, and eggs.<sup>56</sup> There was still an active farming community as well; however, the 1920 census reveals that the B&O Railroad was still a major local employer.<sup>57</sup> The 1930s saw the continued popularity of the B&O Railroad as an employer; however, several residents were listed automobile dealers and repairmen, signaling the slow transition from the rail to automobile-oriented transit. Another important development in the 1930s and 1940s was the introduction of electricity to Pleasant Valley and Gapland.<sup>58</sup> The people and landscape of Gapland experienced major transformations prior to the Second World War.

Following the Second World War, the automobile had a greater influence on Gapland. The Washington County Railroad ended service in 1953. Although other lines used the tracks until 1976, the impact on Gapland was felt before that. In the early 1950s, a number of small post-war dwellings were constructed at the northern end of Gapland Road. Unlike the earlier houses in the town which reflected popular building styles of the early 20<sup>th</sup> century, these new houses were not distinctive in style or construction. The post-war style of construction demonstrated the change from a self-sufficient town with local employment to a bedroom community where locals commuted to larger towns for work. Another change that reflected the influence of the automobile was the gas station located on Gapland Road. Today, all that remains of the station are the gas pumps and ruins of a building associated with the station.

The layout of the roads in Gapland changed in the 1960s, when Route 67 was constructed, bypassing Gapland. While Gapland Road remained, the segment of the old road from Weverton to Hagerstown located in Gapland was abandoned in favor of the new bypass (Route 67). The improved roads made it easier for residents to commute to bigger cities for work, and created a bedroom community

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. WA-III-039

Name: Gapland Historic District  
**Continuation Sheet**

Number 8 Page 5

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in Gapland. Whereas prior to the Second World War Gapland was relatively self-sufficient, many of the local businesses shut down when the railroad station closed and cheaper goods became available at larger retailers in more urban areas.

### **National Register Eligibility Conclusions**

The Gapland Historic District is eligible for listing on the National Register of Historic Places under National Register Criteria A (events) and C (architecture). Gapland is significant under Criterion A for its association with the transportation history and community development of Washington County. Although the region was historically a rural farming community, the construction of the Washington County Railroad spurred the development of the town, initially known as Clagetts Station, later renamed Gapland. The rail line created a town identity for Gapland and had a major influence on the architecture in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. Gapland is significant under Criterion C for its architecture which is reflective of popular turn-of-the century styles. Gapland exhibits a number of vernacular forms, including the I-House, Victorian, and American Foursquare. These popular national styles are indicative of the rapid growth and economic success Gapland experienced at the turn of the 20<sup>th</sup> century as a result of the Washington County Railroad. Gapland is not significant under Criterion B, despite its association with author George Alfred Townsend. As Townsend's homestead is located outside the boundaries of the town of Gapland, his influence on the town is important, but brief, and is more appropriate under Criterion A. Gapland is not significant under Criterion D.

The Gapland Historic District retains a moderate-to-high level of integrity of setting, feeling, location, and association as there has been very little modern development within the historic core of the town; however, the train station, which was integral to the establishment and success of Gapland is no longer standing, detracting from these integrity criteria. The district retains a moderate level of integrity of workmanship, design, and materials, as many of the resources have been altered and their historic materials have been replaced with modern materials.

### **Period of Significance**

Gapland's period of significance is 1880-1940. The first date is the approximate year the first homes were constructed in what was then known as Clagetts Station. The last date is the end of the early 20<sup>th</sup> century building period experienced in Gapland. Houses constructed from 1880-1940 reflected the importance of the Washington County Railroad and the self-contained nature of Gapland during that time. The housing constructed after 1940 represented a major shift in the style and use of dwellings in the region. By 1940 Gapland had electricity, which also impacted the architecture and development of the community. The next major building period came after World War II is reflective of the shift to automobile oriented transit following the decline of the Washington County Railroad. As a result, these dwelling are not architecturally or historically significant to the Gapland community.

## 9. Major Bibliographical References

Inventory No. WA-III-039

12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup>, and 15<sup>th</sup> Census of the United States- Schedule No. 1- Population, Washington County, Maryland.  
The Washington Post Maryland Weekly, "Coping with Suburbia in a Brigadoonish Valley" by Eugene L. Meyer, March 28, 1985.  
Hagerstown District Telephone Directory of the Chesapeake and Potomac Telephone Company, 1907.  
Meyer, 1985; and Hindes, Ruthanna. George Alfred Townsend. Wilmington, DE: Hambleton Printing & Publishing Company, 1946.  
Wolfinger, James R.. Washington County Maryland Post Offices, When Established & Discontinued, Postmasters. Washington County Free Library, 1940.  
Williams, Thomas J.C.. The History of Washington County, Maryland, Volume II. Baltimore: Regional Publishing Company, 1968.

## 10. Geographical Data

Acreage of surveyed property	<u>approximately 38 acres</u>	
Acreage of historical setting	<u>approximately 50 acres</u>	
Quadrangle name	<u>Antietam</u>	Quadrangle scale: <u>1:24,000</u>

### Verbal boundary description and justification

The Gapland Historic District is bound to the north and south by the intersection of Gapland Road and Rohrsersville Road (Route 67). It is bound to the east by Rohrsersville Road, as many of the properties on the east side of Gapland Road back up to Route 67. The town is bound to the west by the farm fields of the agricultural properties and the old railroad bed. Valley View Court and the portion of Gapland Road which extends from Kaetzel Road and runs through the farmland is not included in the boundaries of Gapland.

## 11. Form Prepared by

name/title	Stacy Montgomery and Beibei Su, Architectural Historians		
organization	The Ottery Group	date	June 2010
street & number	3420 Morningwood Drive	telephone	301-562-1975
city or town	Olney	state	MD

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
Maryland Department of Planning  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. WA-III-039

Name: Gapland Historic District  
Continuation Sheet

Number 10 Page 1

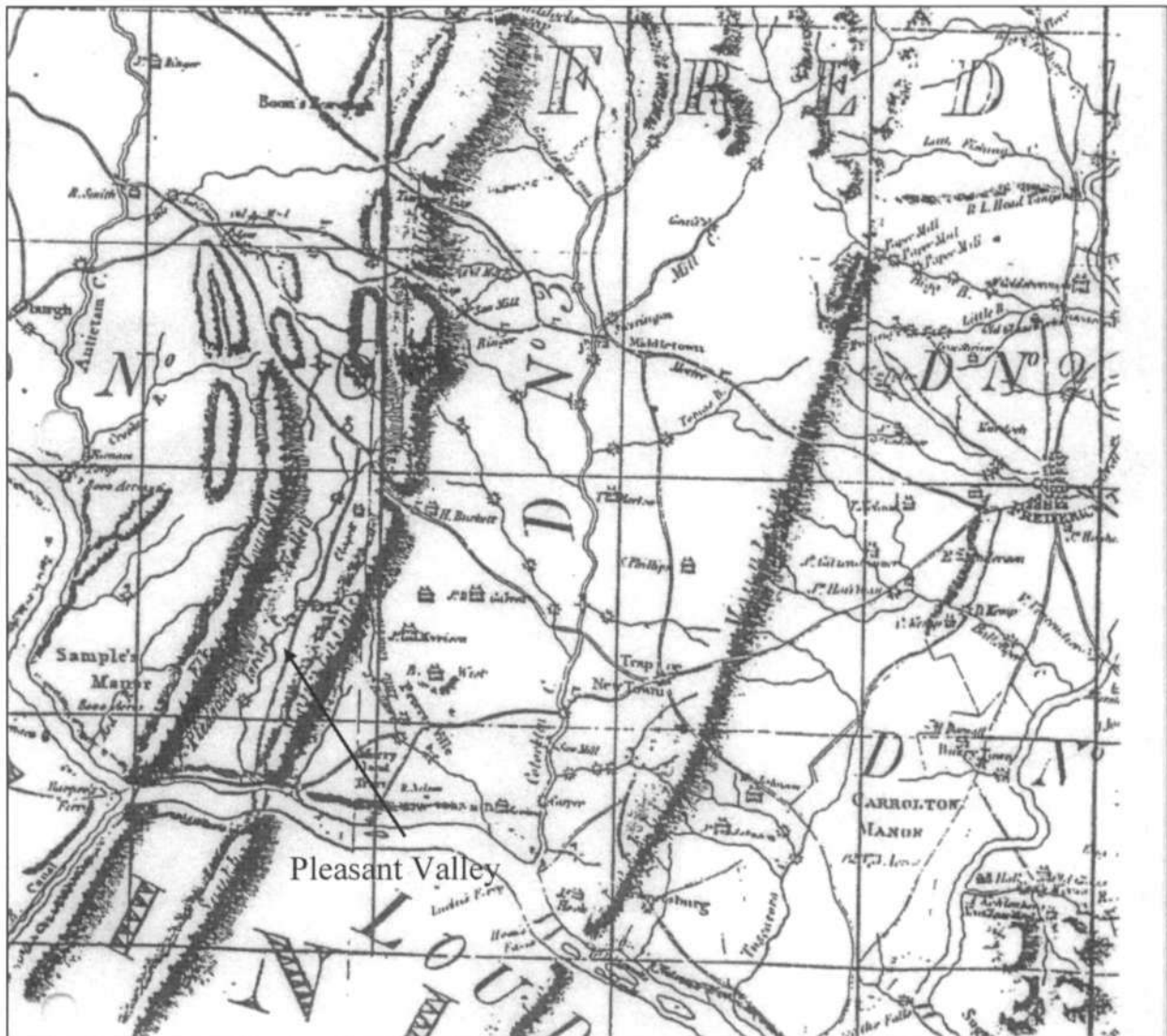


Figure 1: Charles Varle's 1808 Map of Frederick and Washington Counties identified Pleasant Valley

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. WA-III-039

Name: Gapland Historic District  
Continuation Sheet

Number 10 Page 2

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Figure 2: Excerpt from Taggart's Map of Washington County, Maryland, 1859, identifying W. Claggett's property



Figure 3: Excerpt from 1877 Illustrated Atlas of Washington County- District 8, Rohrsersville featuring Clagett Station and the B&O Railroad

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. WA-III-039

Name: Gapland Historic District  
Continuation Sheet

Number 10 Page 4

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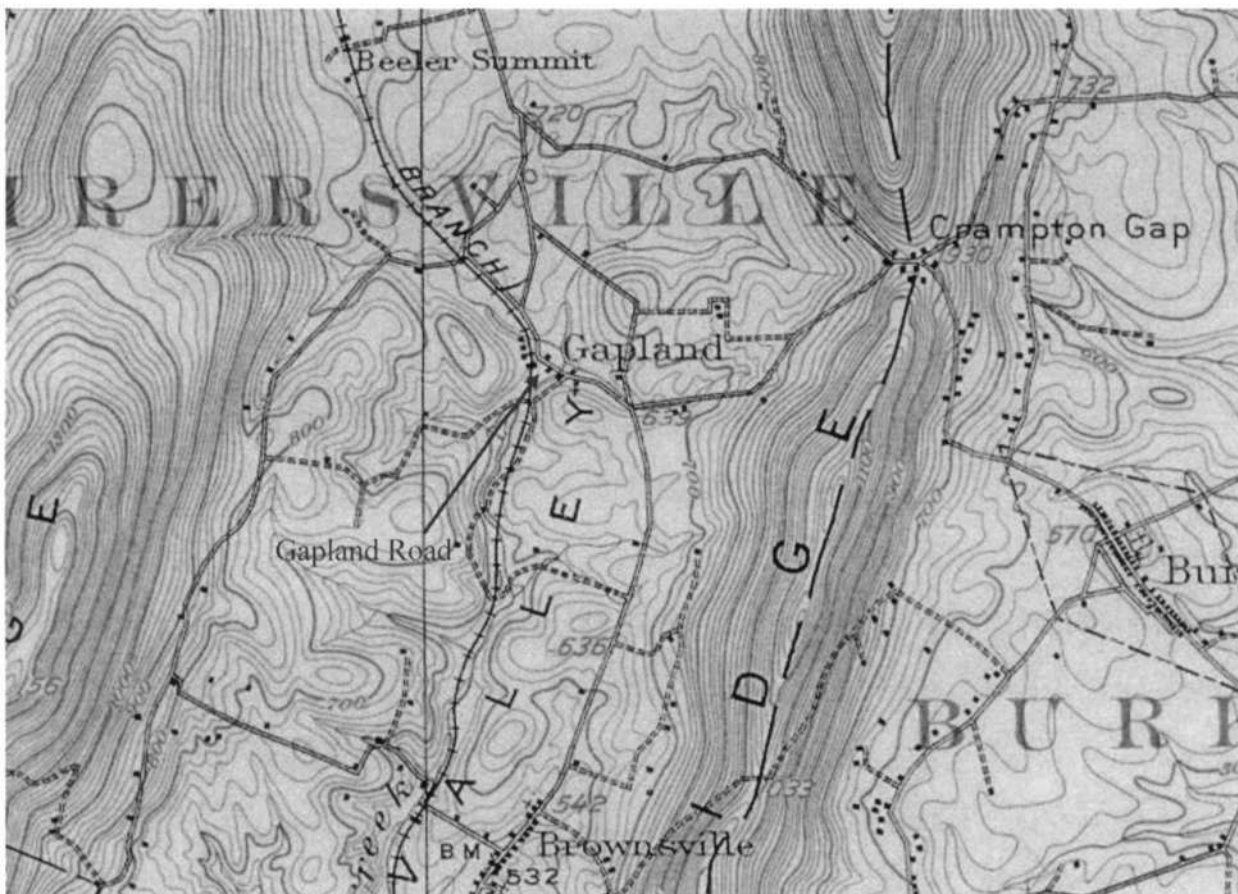


Figure 4: Excerpt of 1910 USGS Antietam, MD 15 Minute Quad Map, featuring the railroad, Gapland Road and several houses stretch along the road

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. WA-III-039

Name: Gapland Historic District  
Continuation Sheet

Number 10 Page 5

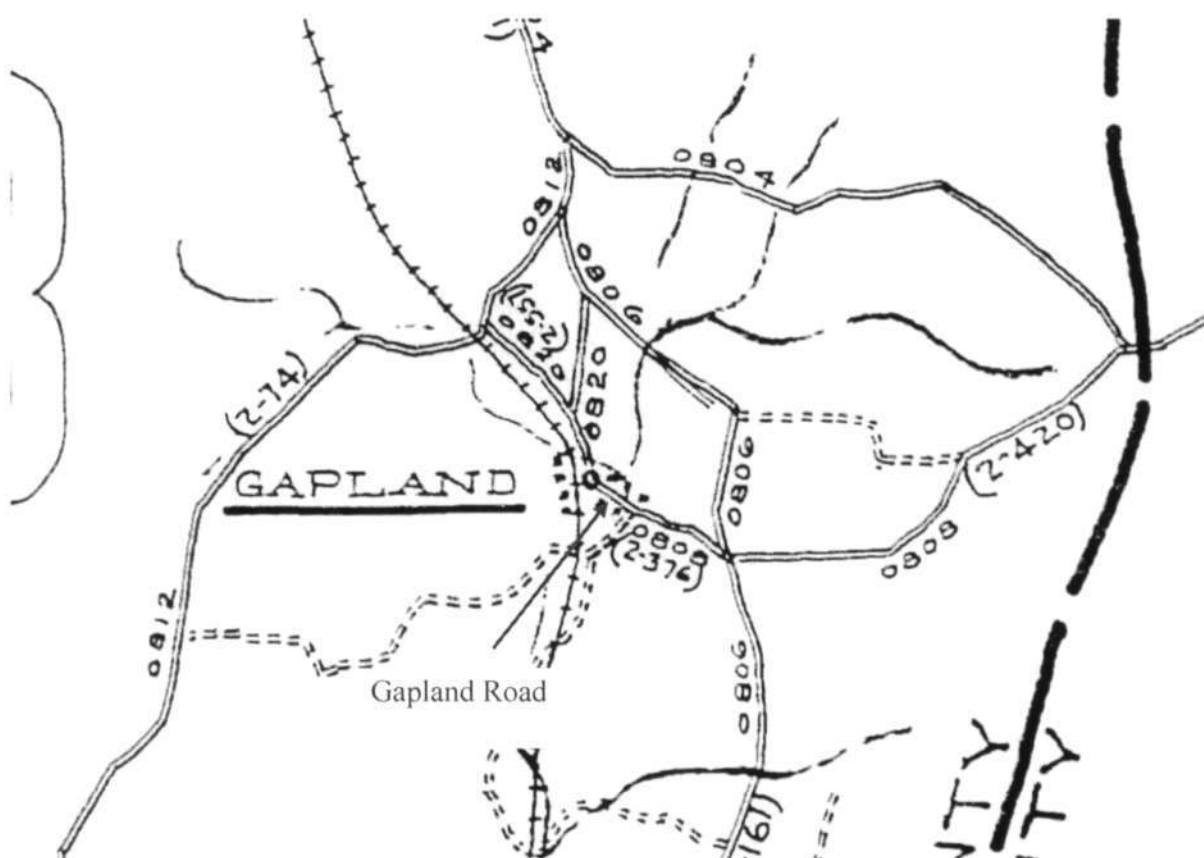


Figure 5: excerpt from 1936 Washington County Commissioners Road Map showing Gapland as a railroad town and Gapland Road

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. WA-III-039

Name: Gapland Historic District  
Continuation Sheet

Number 10 Page 6

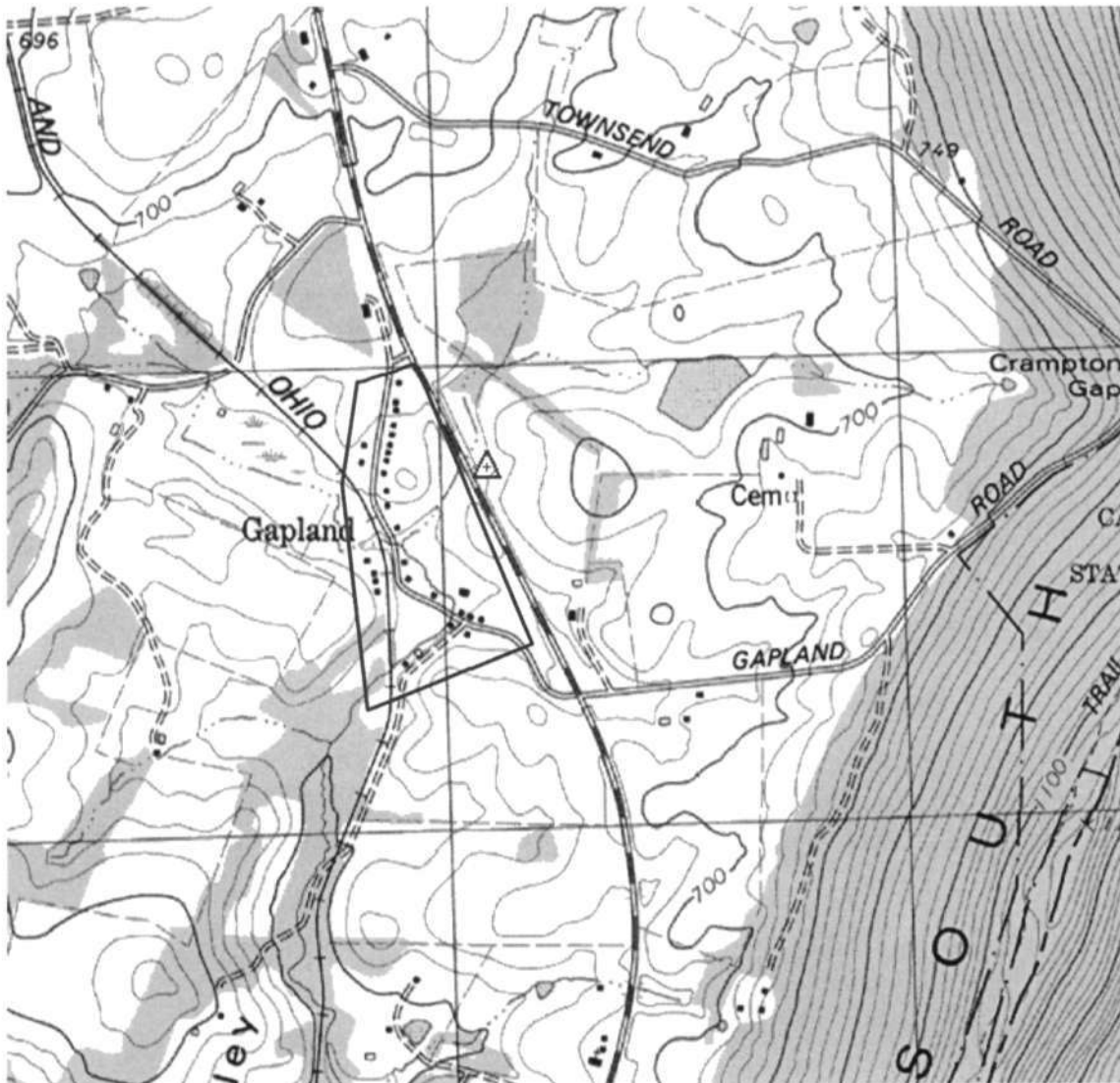


Figure 6: Proposed Gapland National Register Historic District Boundaries. USGS Map Excerpt, Keedysville Quad (Revised 2007)

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. WA-III-039

Name: Gapland Historic District  
Continuation Sheet

Number 10 Page 7

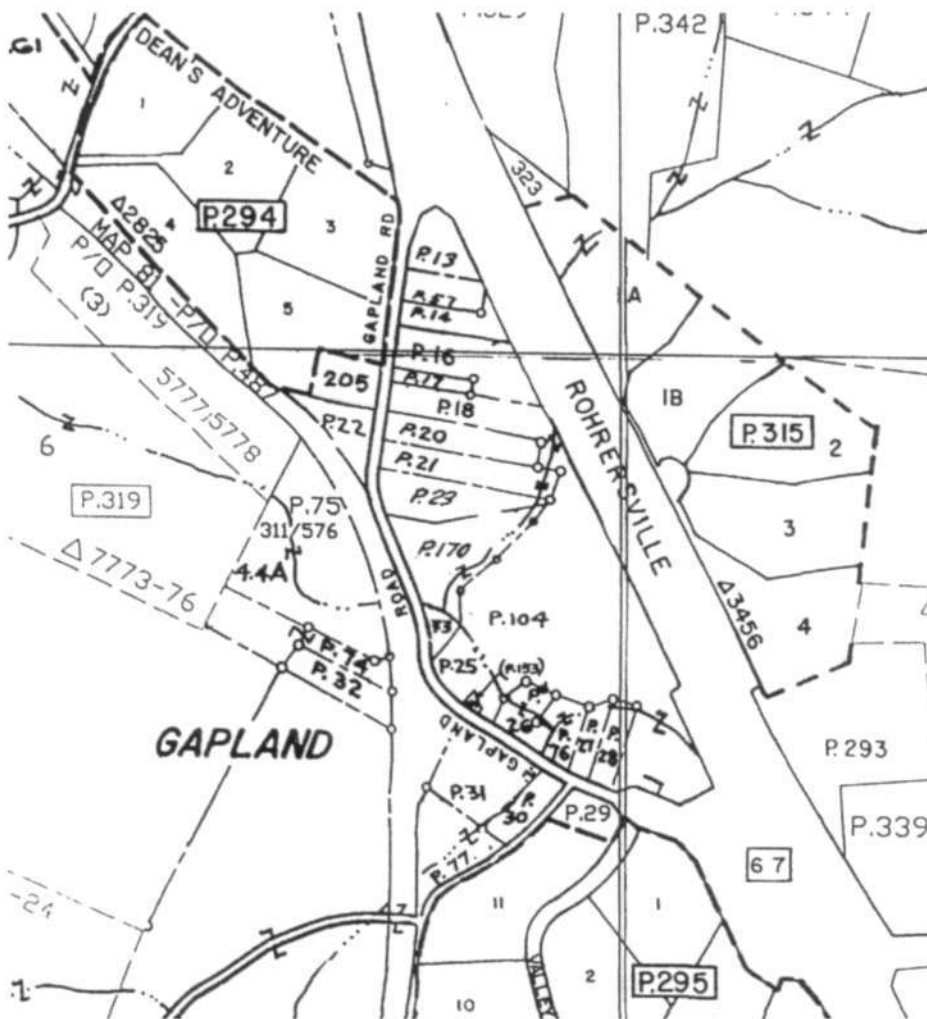


Figure 7: Excerpt from Maryland Department of Planning, Washington County Property Map 84 showing parcel numbers referenced in resource descriptions.





# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. WA-III-039

Name: Gapland Historic District  
Continuation Sheet

Number 9 Page 1

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- <sup>1</sup> 1859 Tagert Map of Washington County, Maryland; Williams, Thomas J.C.. The History of Washington County, Maryland, Volume II. Baltimore: Regional Publishing Company, 1968.
- <sup>2</sup> A Field Guide to American Houses, Virginia & Lee McAlester, Alfred A Knopf, Inc, 1984: 263.
- <sup>3</sup> Pierro, Joseph. Ed., The Maryland Campaign of September 1862: Ezra A. Carmen's definitive study of the Union and Confederate armies at Antietam. New York, New York: Routledge, 2008: 81.
- <sup>4</sup> Williams, Thomas J. C. The History of Washington County, Maryland Volume I. Baltimore, MD: Regional Pub. Co, 1968: 329.
- <sup>5</sup> South Mountain is the name given to the continuation of the Blue Ridge Mountains after they enter Maryland. The mountain ridge is a natural division between Hagerstown Valley and Cumberland Valley.
- <sup>6</sup> "Overview: The Battle of South Mountain" The Central Maryland Heritage League and Land Trust. Accessed 30 April 2010 <http://www.chmhl.org/bsm.html>.
- <sup>7</sup> Mitchell, Charles W. ed., Maryland Voices of the Civil War. Baltimore, MD: John Hopkins University Press, 2007: 320.
- <sup>8</sup> Mitchell, 2007: 319.
- <sup>9</sup> "2-3B War news: Washington County – A vast hospital," Battle of Antietam Herald of Freedom and Torch Light, Maryland Historical Society. Western Maryland Regional Library. Accessed 24 May 2010 <http://www.whilbr.org>.
- <sup>10</sup> "2-4F War news: Washington County – Scarcity of Substance," Battle of Antietam Herald of Freedom and Torch Light, Maryland Historical Society. Western Maryland Regional Library. Accessed 24 May 2010 <http://www.whilbr.org>.
- <sup>11</sup> "Overview: The Battle of South Mountain" The Central Maryland Heritage League and Land Trust. Accessed 30 April 2010 <http://www.chmhl.org/bsm.html>. It was thought that if the South won a victory on northern soil that they would get much needed foreign recognition and possible support from England and France.
- <sup>12</sup> Reed, Paula Stoner. Historical Overview of Washington County, Maryland. Introduction to Architectural & Historic Treasures of Washington County, Maryland. Patricia Schooley, No Date Given: viii.
- <sup>13</sup> Scharf, J. Thomas. History of Western Maryland (Volume II). Baltimore, Regional Pub. Co., 1968: 1008-63.
- <sup>14</sup> Reed/Schooley, ix.
- <sup>15</sup> Stoner, Paula. Early Folk Architecture of Washington County. Maryland Historical Magazine Vol. 72, No. 4, Winter 1977: 515-520.
- <sup>16</sup> Reed/Schooley, viii.
- <sup>17</sup> Frye, Susan Winter. Evolution of mill settlement patterns in the Antietam Drainage, Washington County, Maryland, Thesis, College of William and Mary, 1984: 41.
- <sup>18</sup> Reed/Schooley, ix.
- <sup>19</sup> Reed/Schooley, ix.
- <sup>20</sup> Reed/Schooley, ix-x.
- <sup>21</sup> Frye, 1984, 47.
- <sup>22</sup> Maynard, Peter. "Weverton a failed 19<sup>th</sup> century industrial village." Brunswick, MD: Brunswick Historical Press, 2001: 13.
- <sup>23</sup> R. L. Polk and Co.'s 1915-1917 Maryland State Gazetteer and Business Directory. Baltimore, MD: R.L. Polk and Co. of Baltimore Compilers and Publishers, 1915. Pp. 941 and Garrott, John Hilleary Sr., The Garrott Family History 1746-1993. Unpublished. 1993: 14. Photocopied Section. Weverton Vertical Files. Western Maryland Regional Library. Accessed 2010. Edward Garrott (1856-1938) was in the milling business with a man named Darby as noted on a bill that the Garrott family has in their possession today.
- <sup>24</sup> Frye, 1984: 45.
- <sup>25</sup> Musey, Ruben L.. It Happened in Washington County. Washington County, MD: The Washington County Bicentennial Committee, 1976: 93.
- <sup>26</sup> Musey, 1976 : 89, 93.
- <sup>27</sup> Scharf, 1968: 1008-1009.
- <sup>28</sup> Scharf, 1968: 1010.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. WA-III-039

Name: Gapland Historic District  
Continuation Sheet

Number 9 Page 2

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<sup>29</sup> Stoner, Paula. Rohrsersville (WA-III-025) MIHP Form. 1978.

<sup>30</sup> Ibid.

<sup>31</sup> Ibid.

<sup>32</sup> Williams, Thomas J. C., 1968: 205.

<sup>33</sup> National Park Service Website. "Chesapeake & Ohio Canal" *Chesapeake and Ohio Canal National Park*. <http://www.nps.gov/choh/index.htm> Accessed 8 June 2010.

<sup>34</sup> Reese, Timothy. Gapland Turnpike Toll House (WA-III-123) MIHP Form. 1987.

<sup>35</sup> Frye, 1984: 52-53.

<sup>36</sup> 1866 Martenet Map of Washington County, Maryland; 1910 USGS Antietam, MD 15 Minute Quad Map; 1936 Washington County Road Map; 1947 Maryland Transportation Map of Washington County.

<sup>37</sup> Stoner, Paula. Rohrsersville (WA-III-025) MIHP Form. 1978.

<sup>38</sup> 1866 Martenet Map of Washington County, Maryland; 1910 USGS Antietam, MD 15 Minute Quad Map; 1936 Washington County Road Map; 1947 Maryland Transportation Map of Washington County.

<sup>39</sup> Maryland State Archives State Road Property Plan Book, 1966.

<sup>40</sup> 1859 Tagert Map of Washington County, Maryland; Williams, Thomas J.C.. The History of Washington County, Maryland, Volume II. Baltimore: Regional Publishing Company, 1968.

<sup>41</sup> Frye, 1984: 59.

<sup>42</sup> Reese, Timothy J. Sealed with their lives : The battle for Crampton's Gap, Burkittsville, Maryland, September 14, 1862 . Baltimore: Butternut and Blue, 1998: 161.

<sup>43</sup> 1877 Illustrated Map of Washington County- District 8, Rohrsersville. A number of these farms have separate MIHP Forms. These properties are not being evaluated in this MIHP form.

<sup>44</sup> 1880 United States Census for Pleasant Valley, Washington County, MD.

<sup>45</sup> Wolfinger, James R.. Washington County Maryland Post Offices, When Established & Discontinued, Postmasters. Washington County Free Library, 1940.

<sup>46</sup> The Washington Post Maryland Weekly, "Coping with Suburbia in a Brigadoonish Valley" by Eugene L. Meyer, March 28, 1985.

<sup>47</sup> Meyer, 1985; and Hindes, Ruthanna. George Alfred Townsend. Wilmington, DE: Hambleton Printing & Publishing Company, 1946: 8.

<sup>48</sup> Hindes, 1946: 35.

<sup>49</sup> Meyer, 1985.

<sup>50</sup> Reese, Timothy J.. "Gapland Turnpike Toll House MIHP Form." 1987.

<sup>51</sup> Meyer, 1985; Washington County Free Library (Branches 1903). Western Maryland Regional Library-www.whilbr.org.

<sup>52</sup> 1880, 1900, 1910, 1920, and 1930 United States Census, Washington County, Maryland.

<sup>53</sup> 1910 USGS Topographic Map, Antietam Quad.

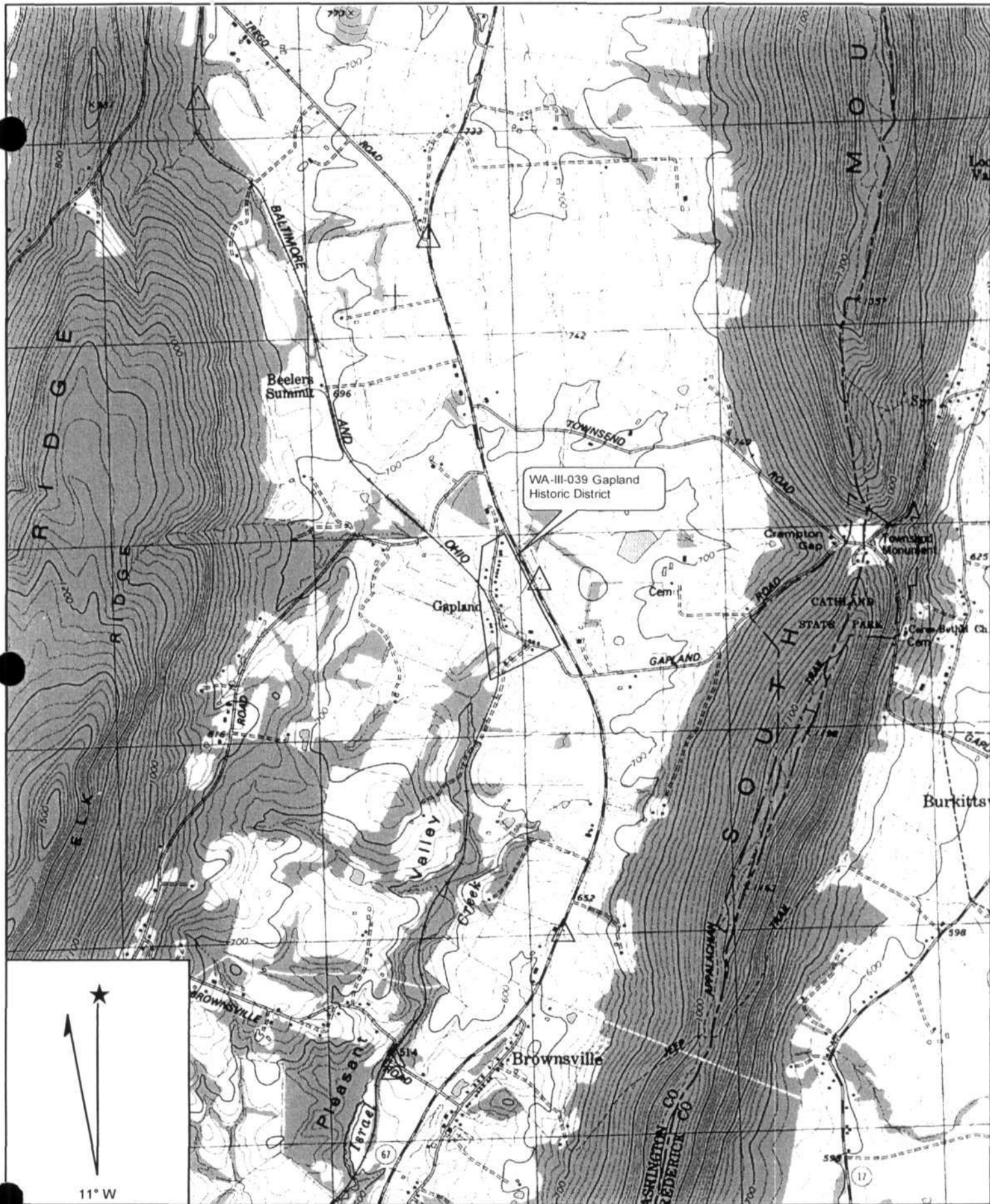
<sup>54</sup> Hagerstown District Telephone Directory of the Chesapeake and Potomac Telephone Company, 1907: 28.

<sup>55</sup> Land Records of Washington County, MD, Deed GBO Liber 122, Folio 408, September 18, 1905.

<sup>56</sup> R. L. Polk and Co.'s 1915-1917 Maryland State Gazetter and Business Directory. Baltimore, MD: R.L. Polk and Co. of Baltimore Compilers and Publishers, 1915: 941; 1920 and 1930 United States Census, Washington County, Maryland.

<sup>57</sup> 1920 United States Census, Washington County, Maryland.

<sup>58</sup> Meyer, 1985.



Name: KEEDYSVILLE  
 Date: 8/24/2010  
 Scale: 1 inch equals 2000 feet

Location: 039° 24' 09.91" N 077° 39' 38.87" W  
 Caption: WA-III-039 Gapland Historic District  
 Gapland Road, Gapland,  
 Washington County, Maryland



Gapland WA-III-039  
Washington County, Maryland  
Resource Inventory

Property Owner/ Address	Tax Map, Parcel	Date	Property Description	C/ NC
3200 Gapland Road  Debbie Noguera 3200 Gapland Road Rohrersville, MD 21779-1203	84,29	1906	(Formerly a school) 1.5-story, 3-bay, 2-pile, vernacular wood-frame house; side-gable roof clad in asphalt shingles with boxed cornices and a steep pitch; central interior brick chimney; raised stone foundation; vinyl siding; symmetrical fenestration; 6/6 double-hung sash wood windows with wood casing; 1-pane, 2-panel glazed door; 1-story almost full-length porch with hipped roof clad in asphalt shingles, supported by wood posts, 1-story, 1-bay, 2-pile shed addition to east.  2 contributing outbuildings are associated with the house: 1-story, 1-bay, 1-pile shed, east of house, clad like house, side-gable roof clad in asphalt shingles, vinyl siding, 6/1 windows 1-story, 1-bay, 1-pile garage, clad like house, front-gable roof clad in asphalt shingles, vinyl siding, vertical wood door, located west of house.	C
3201 Gapland Road  Michael D. & Tanya L. Ancell 3201 Gapland Road Rohrersville, MD 21779-1204	84,28	1914	2.5-story, 3-bay, 2-pile, vernacular wood-frame I-House; cross-gable roof clad in pressed metal shingles with partial cornice returns and overhanging eaves; two chimneys; painted stone foundation; vinyl siding; symmetrical fenestration; 1/1 double-hung sash vinyl windows with paneled vinyl shutter; 1 octagonal window over the center bay; 1-story, full-length porch with hipped asphalt roof, rear gable addition to north, clad like house.  2 contributing and 1 non-contributing outbuilding are associated with the house: 1-story, 3-bay, 1-pile, storage shelter: gable-roof, horizontal weatherboard siding; 6-pane windows with awnings 1-story, 1-bay, 1-pile shed: vertical wood siding, 3-pane fixed windows.	C
3202 Gapland Road  Paul W. Frederick et al 3202 Gapland Road Rohrersville, MD 21779-1203	84,77	1916	1-story, 3-bay, 2-pile, wood-frame cabin; side-gable roof clad in standing seam metal with thick wood cornices and exposed rafter tails; two brick chimney at north and south end; wood shingle siding; asymmetrical fenestration, 2/2 double-hung sash wood windows with small lintel and sills; glazed wood door; 1-story full length porch with shed roof clad in standing seam metal; 1-story shed addition.  5 contributing outbuildings are associated with the house: 1-story garage, flush door, corrugated metal roof, clad like house in wood shingles.	C



Gapland WA-III-039  
Washington County, Maryland  
Resource Inventory

			1-story outbuilding behind garage, stone foundation, clad like house; cluster of 3 outbuildings to south, 1 has a shed roof clad in standing seam metal with vertical wood board siding and a raised wood post foundation; the second has a side-gable roof clad in corrugated metal, the exterior is clad in various vertical boards; the third has a front-gable roof clad in corrugated metal, with wood board siding on a concrete slab.	
3205 Gapland Road  Jerry L. & Marsha L. Potter 3205 Gapland Road Rohrersville, MD 21779-1204	84,27	1911	2-story, 3-bay, 2-pile, vernacular wood-frame I-House; cross-gable roof clad in asphalt shingles with partial cornice returns and overhanging eaves; 2 exterior CMU chimneys on both east and west ends; vinyl siding; raised CMU foundation; symmetrical fenestration; 1/1 double-hung sash windows; glazed vinyl door with pediment; 1-story, full-length porch with a flat roof clad in asphalt shingles; 1-story, 3-bay, 1-pile addition to west.  2 non-contributing outbuildings are associated with the house: 1-story shed, front-gable roof and wood board siding; 1-story garage, side-gable roof clad in asphalt shingles, vinyl siding, located northeast of the house.	C
3206 Gapland Road  Judith E. Powers 3206 Gapland Road Rohrersville, MD 21779-1203	84,30	1921	2-story, 3-bay, 1-pile, vernacular wood-frame I-House with Victorian detailing; side-gable roof clad in asphalt shingles with boxed cornices and overhanging eaves; three brick chimneys, two interior end and one exterior end; raised stone foundation; vinyl siding; symmetrical fenestration; 2/2 double-hung sash wood windows with thin wood sills and louvered wood shutters; unglazed paneled door; 1-story, full-length porch with hipped roof clad in asphalt shingles and supported by turned posts with fretwork at the tops; 2-story shed roof addition to southeast and 1-story shed roof addition to south, both clad like house.	C
3207 Gapland Road  George A. & Norma Elaine Smith III 3207 Gapland Road Rohrersville, MD 21779-1204	84,76	1910	2-story, 3-bay, 1-pile, vernacular wood-frame I-House; side-gable of shallow pitch roof clad in standing seam metal with overhanging eaves; one exterior CMU chimney at the northeast end; wood weatherboard siding; symmetrical fenestration with 1/1 double-hung sash vinyl windows; 1-story, full-length porch with shed roof clad in asphalt shingles, posts on piers supports; 1-story front-gable addition to north, 1 ½ story salt box addition to north 1-story front-gable addition next to it.  A cluster of non-contributing outbuildings are associated with the house: They are located to the north of the house. The first is a 1 ½-story, 2-bay, 4-	C

Gapland WA-III-039  
Washington County, Maryland  
Resource Inventory

			pile, equipment shelter, in deteriorating condition. The second is a 1- story, front-gable shed is wrapped in vinyl sheets that is under construction.	
3212 Gapland Road  Janice A. Mentzer 3212 Gapland Road Rohrersville, MD 21779-1203	84,31	1911	2-story, 3- bay, 1-pile, vernacular wood-frame I-House; side- gable roof clad in standing seam metal with boxed cornices and overhanging eaves; two interior brick chimneys at the west and east ends; raised brick foundation; aluminum siding; symmetrical fenestration, 4/4 double-hung sash vinyl windows with wood louvered shutters; glazed, paneled, vinyl door; 1-story, full-length porch with hipped roof clad in standing seam metal; 2-story, 1-bay, 1-pile shed roof addition to south, clad like house.  2 contributing outbuildings are associated with the house: 1- story, 2-bay, 2- pile, shed with a front-gable roof, clad like house, located southeast of the house; 1½-story, 2-bay, 2-pile, shed with a shed roof, wood vertical board siding, located southwest of the house.	C
3223 Gapland Road  Jeffrey J. Noechel 3223 Gapland Road Rohrersville, MD 21779-1204	84,25	1906	2-story, 3- bay, 2-pile, vernacular wood-frame I-House; cross-gable roof clad in standing seam metal with partial cornice returns and overhanging eaves; 2 interior end brick chimneys; raised stone foundation; vinyl siding; symmetrical fenestration; 4/4 double-hung sash vinyl windows; glazed door; 1-story, full-length porch with a hipped roof clad in standing seam metal; 2- story, 2-bay, 1- pile front-gable roof addition that is clad like the house and located to the northwest; 1-story, 1-bay, 1-pile front-gable roof addition to northeast, clad like house, under construction.  1 non-contributing outbuilding is associated with the house: 1-story garage, front-gable, corrugated metal roof.	C
3224 Gapland Road  John M. & Sandra S. Stipanovic 3224 Gapland Road Rohrersville, MD 21779-1203	84,32	1881	(may have historically been a hotel) 2 ½-story, 3-bay, 3- pile vernacular dwelling with Greek Revival detailing, front-gable roof clad in standing seam metal, uncoursed stone foundation, wood-frame construction, aluminum siding; 2/2 double-hung sash windows, shed roof porch on façade that is supported by wrought iron posts; there is a 2 ½-story, 4-bay, 2-pile, vernacular wood-frame I-House attached to north; cross-gable roof clad in standing seam metal with partial cornice return and overhanging eaves; brick chimney on ridge at gable cross; wood clapboard siding; 2/2 double-hung sash wood windows with aluminum sills and lintels; 1-pane glazed door; 1- story, full-length porch with hipped standing seam metal roof, wrought iron supports; 1-story, 1- bay, 1-pile, shed roof addition to south of 2 ½ story dwelling; CMU foundation, aluminum	C

Gapland WA-III-039  
Washington County, Maryland  
Resource Inventory

			siding, exterior end brick chimney.	
3228 Gapland Road  Ray J. Snyder 3615 Harpers Ferry Road Sharpsburg, MD 21782-1808	84,74	1896	2 ½-story, 3-bay, 2-pile, late 19 <sup>th</sup> century/early 20 <sup>th</sup> century vernacular farmhouse with Queen Anne influence; intersecting gable roof with 2 turrets on façade; roof is clad in asphalt shingles with boxed cornices and overhanging eaves; two brick interior chimneys at north and south ends; wood-frame construction and high, raised concrete foundation; aluminum siding; symmetrical fenestration, 1/1 double-hung sash windows with vinyl casing; 1-story, 3-bay, 1-pile, shed roof addition to west, clad like house.	C
3229 Gapland Road  Janice A. Mentzer 3212 Gapland Road Rohrersville, MD 21779-1203	84,73	1920	(Address on building calls house 3314 A & B) 1-story, 2-bay, 4-pile, vernacular wood-frame house; front-gable roof of shallow pitch clad in standing seam metal; one central interior metal chimney, and one exterior brick chimney at north end; brick foundation, aluminum siding; 1/1 double-hung sash windows, singular on façade, paired windows on side elevations; vinyl louvered shutters; full length porch with a hipped-roof and metal post supports.	C
3305 Gapland Road  Harvard L. Furman Jr. 1211 Bakerstown Road Tarentum, PA 15084-1206	84,170	1918	2 ½-story, 3-bay, 2-pile, vernacular wood-frame dwelling with Victorian embellishment; cross-gable roof clad in slate shingles with partial cornice returns and overhanging eaves; Palladian window on the cross gable end; two interior end brick chimneys; wood-frame construction; asbestos shingle siding; symmetrical fenestration; 1/1 double-hung sash wood windows; 1-story, full-length porch with a hipped roof and Tuscan columns. 1-story, 2-bay, 1-pile, hipped-roof addition to the northeast, clad like house.  3 contributing outbuildings are associated with the house: all outbuildings are near the stream 1 2-story, 2-bay, 3-pile barn, with a front-gable roof, vertical wood planks, CMU foundation; 1 shed with a shed roof, board and batten siding, and a square foot print; 1 front-gable shed, clad in plywood.	C
3314 Gapland Road  Marvin P. & Jennifer L. Presley 3314 Gapland Road Rohrersville, MD 21779-1205	84,75	1896	2 ½-story, 4-bay, 3-pile, vernacular Queen Anne farmhouse; cross-gable roof clad in asphalt shingles with a full cornice return, overhanging eaves, and knee brackets; there is a turret on south end of the façade; one interior brick chimney; wood-frame construction, raised concrete foundation; vinyl siding; 1/1 double-hung sash window; glazed paneled duplex doors; 1-story, full-length porch with flat roof clad in asphalt shingles and supported by turned wood posts; 2-story, 1-	C

Gapland WA-III-039  
Washington County, Maryland  
Resource Inventory

			<p>bay, 2-pile, hipped-roof addition to west, clad like house, fully enclosed porch; 2-story, 2-bay, 1-pile, front-gable addition to southwest, clad like house, overhanging 2<sup>nd</sup> floor.</p> <p>There is one contributing outbuilding associated with this house: 1-story, 2-bay, 2-pile garage to northwest, front-gable metal roof, wood siding with brick in the gable peak; 1-story, 1-bay, 1-pile shed roof addition to north links to a 1-story, 3-bay, 1-pile, shed addition with a flush wood door.</p>	
<p>3319 Gapland Road</p> <p>Martin L. King Jr. &amp; Christine P Burdette 3319 Gapland Road Rohrersville, MD 21779-1206</p>	84,21	1934	<p>1-story, 3-bay, 2-pile, vernacular Bungalow; side-gable roof clad in asphalt shingles with partial cornice returns and overhanging eaves; exterior brick chimney at southwest end; wood-frame construction; raised stone foundation; weatherboard siding; symmetrical fenestration; 6/1 paired double-hung sash windows on façade with lintel; glazed vinyl doors; 1-story, entry portico with front-gable roof clad in asphalt shingles and decorative work under roofline; 1-story, 3-bay, 1-pile, hipped- roof addition to east.</p> <p>There is one non-contributing outbuilding associated with this house: 1-story, 1-bay, 1-pile, non-contributing garage; front-gable roof, paneled glazed door clad like house.</p>	C
<p>3322 Gapland Road</p> <p>William B. &amp; Brenda A. Deatrick 3322 Gapland Road Rohrersville, MD 21779-1205</p>	84,22	1921	<p>2-story, 3-bay, 2-pile, American Foursquare farmhouse; pyramidal roof clad in asphalt shingles with boxed cornices and overhanging eaves; 1 hipped-roof dormer with paired, 4/4 double-hung sash window; wood frame construction, concrete foundation; wood weatherboard siding; symmetrical fenestration; 6/6double-hung sash windows, ribbon in the center; 2-story bay window projecting from the southeast corner; paneled door with crown; 1-story, full-length porch with hipped roof clad in asphalt shingles with wood post supports; basement entrance to south; 1-story, 3-bay, 1-pile, shed roof addition to west, clad like house.</p> <p>2 contributing outbuildings are associated with the house: 1-story, 2-bay, 2-pile, shed to northwest, front-gable roof, brick chimney, CMU foundation, weatherboard siding; 1-story, 2-bay, 1-pile, shed to northwest, gambrel roof clad in asphalt shingles There may be other outbuildings associated with this dwelling, but they were not visible from the street at the time of the site visit.</p>	C
3323 Gapland Road	84,20	1940	1 ½-story, 3-bay, 2-pile vernacular Bungalow; wood frame construction, side-	C

Gapland WA-III-039  
Washington County, Maryland  
Resource Inventory

Dorothea S. Loser 3323 Gapland Road Rohrersville, MD 21779-1206			gable roof of steep pitch, clad in asphalt shingles; shed-roof dormer on roof slope with two 3/1 paired double-hung sash windows with metal awnings; exterior brick chimney at north end; aluminum siding; symmetrical fenestration, 3/1 paired double-hung sash wood window. Glazed wood door; 1-story, full-length porch with shed roof clad in asphalt shingles and supported by wood posts on brick piers; 1-story, 2-bay, 1-pile, front-gable addition to the east, clad like house.  1 non-contributing outbuilding is associated with the house: 1-story, 2-bay, 1- pile, non-contributing shed, side-gable roof, concrete block construction with 1/1 vinyl windows. Exterior end brick chimney to north.	
3213 Gapland Road  Elmer C. Baker PO Box 254 Brunswick, MD 21716-0254	84,26	c. 1910s	(original structure dates back 1912, deteriorating, the gas station built at the site circa WWII ) 2-story, 3-bay, 2-pile; vacant, abandoned; CMU construction; front-gable roof;	NC
3315 Gapland Road  Kaetzel Florence 3315 Gapland Road Rohrersville, MD 21779-1206	84,23	1973	1-story, 4-bay, 1-pile; Ranch; wood-frame construction; side-gable roof;	NC
3328 Gapland Road  Howard A. Taulton Jr. 3328 Gapland Road Rohrersville, MD 21779-1205	84,205	1967	2-story, 3-bay, 2- pile; Neo Colonial; wood-frame construction; side-gable roof;	NC
3329 Gapland Road  Richard A. Valentine 3329 Gapland Road Rohrersville, MD 21779-1206	84,18	1953	1.5-story, 2-bay, 2-pile; Bungalow; wood-frame construction; side-gable roof; 2 modern outbuildings are associated with house	NC
3331 Gapland Road  Verlin C. & Katherine Ann Barnette 3331 Gapland Road Rohrersville, MD 21779-1206	84,17	1955	1 story, 2 bay, 1 pile; Minimal Traditional; wood frame; side-gable roof; 2 modern outbuildings are associated with house	NC
3333 Gapland Road	84, 16	c. 1950s	(The Mullendores at 3335 Gapland Road own the property, it is a garage and auto repair business)	NC



Gapland WA-III-039  
Washington County, Maryland  
Resource Inventory

Grace V. Mullendore 3335 Gapland Road Rohrersville, MD 21779-1206			1.5-story, 2-bay, 3-pile; CMU construction; front-gable roof;	
3334 Gapland Road  Margaret J. Webber & Gail W. Stern Trustees 3334 Gapland Road Rohrersville, MD 21779-1205	84, 294	1989	1-story, 4-bay, 2-pile; Ranch; brick construction; side-gable roof; 1 modern garage is associated with house	NC
3335 Gapland Road  Grace V. Mullendore 3335 Gapland Road Rohrersville, MD 21779-1206	84, 16	1955	1-story, 5- bay, 2-pile; Ranch; brick construction; side-gable roof; 2 garden related outbuildings are associated with house	NC
3339 Gapland Road  James H. & Nancy J. Moss 3339 Gapland Road Rohrersville, MD 21779-1206	84, 14	1950	1.5-story, 2-bay, 2-pile; Minimal Traditional; wood-frame construction; side-gable roof;	NC
3341 Gapland Road  Rosalie E. Lapole 3341 Gapland Road Rohrersville, MD 21779-1206	84, 57	1950	1.5-story, 4-bay, 2- pile; Minimal Traditional; wood-frame construction; side-gable roof;	NC
3345 Gapland Road  Jeffrey A. & Joann Hutzell 3345 Gapland Road Rohrersville, MD 21779-1206	84, 13	1953	1-story, 2-bay, 3-pile; vernacular dwelling; wood-frame construction; front-gable roof; 1 story front-gable garage is associated with house	NC
3346 Gapland Road  Pleasant Valley Baptist Church 3346 Gapland Road Rohrersville, MD 21779-1205	84, 294	Late 20 <sup>th</sup> century	1-story, 3-bay, 6- pile; modern church; brick construction; front-gable roof with large side gable addition to south.	NC

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. WA-III-039

Name: Gapland Historic District  
Continuation Sheet

Photograph File  
Page 1

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### Photograph File Log

File Name	Photo Description	Photographer
WA-III-039_2010-05-05_01	Gapland Road facing NW at entry	Beibei Su
WA-III-039_2010-05-05_02	North side of Gapland Road, 3 I houses	Beibei Su
WA-III-039_2010-05-05_03	Creek in Gapland facing North	Beibei Su
WA-III-039_2010-05-05_04	Gas Station facing East on Gapland Rd	Beibei Su
WA-III-039_2010-05-05_05	3 Railroad Houses along Gapland Road	Beibei Su
WA-III-039_2010-05-05_06	Old CSX Line facing Northwest	Beibei Su
WA-III-039_2010-05-05_07	3305 Gapland Road- Vacant House	Beibei Su
WA-III-039_2010-05-05_08	3322 Gapland Road- Foursquare	Beibei Su
WA-III-039_2010-05-05_09	Gapland Road Bungalows	Beibei Su
WA-III-039_2010-05-05_10	Gapland Road, View South	Beibei Su
WA-III-039_2010-05-05_11	3200 & 3206 Gapland Road, view west	Beibei Su
WA-III-039_2010-08-20_12	3202 Gapland Road, view west	Beibei Su
WA-III-039_2010-08-20_13	3212 Gapland Road, view west	Beibei Su
WA-III-039_2010-08-20_14	3223 Gapland Road, view east	Beibei Su
WA-III-039_2010-08-20_15	3229 Gapland Road, (3314 B) view north	Beibei Su
WA-III-039_2010-08-20_16	3229 Gapland Road, (3314 A) view west	Beibei Su

Roll #: 1

Film Type: Color Slide

Washington County Survey  
Community: Gapland and Weverton

Frame Number	MIHP #	Resource Name	County/State	Photographer	Date of Photo	Location of Negative	Description
1	WA-III-039	Gapland	Washington County, MD	BeiBei Su	5/5/2010	MHT	Gapland Road facing NW at entry
2	WA-III-039	Gapland	Washington County, MD	BeiBei Su	5/5/2010	MHT	North side of Gapland Road, 3 Ihouses
3	WA-III-039	Gapland	Washington County, MD	BeiBei Su	5/5/2010	MHT	Creek in Gapland facing North
4	WA-III-039	Gapland	Washington County, MD	BeiBei Su	5/5/2010	MHT	Gas Station facing East on Gapland Rd
5	WA-III-039	Gapland	Washington County, MD	BeiBei Su	5/5/2010	MHT	3 Railroad Houses along Gapland Road
6	WA-III-039	Gapland	Washington County, MD	BeiBei Su	5/5/2010	MHT	Old CSX Line facing Northwest
7	WA-III-039	Gapland	Washington County, MD	BeiBei Su	5/5/2010	MHT	3305 Gapland Road- Vacant House
8	WA-III-039	Gapland	Washington County, MD	BeiBei Su	5/5/2010	MHT	3322 Gapland Road- Foursquare
9	WA-III-039	Gapland	Washington County, MD	BeiBei Su	5/5/2010	MHT	Gapland Road Bungalows
10	WA-III-039	Gapland	Washington County, MD	BeiBei Su	5/5/2010	MHT	Gapland Road, View South
11	WA-III-031	Weverton	Washington County, MD	BeiBei Su	5/6/2010	MHT	View West toward Mtns west of Rt. 67
12	WA-III-031	Weverton	Washington County, MD	BeiBei Su	5/6/2010	MHT	1331 Weverton Road facing East
13	WA-III-031	Weverton	Washington County, MD	BeiBei Su	5/6/2010	MHT	Brick object along Weverton Road
14	WA-III-031	Weverton	Washington County, MD	BeiBei Su	5/6/2010	MHT	Himes Country Store facing West
15	WA-III-031	Weverton	Washington County, MD	BeiBei Su	5/6/2010	MHT	1229 Weverton Road facing East
16	WA-III-031	Weverton	Washington County, MD	BeiBei Su	5/6/2010	MHT	South Mountain Road Landscape East
17	WA-III-031	Weverton	Washington County, MD	BeiBei Su	5/6/2010	MHT	1140 & 1141 Weverton Road facing NW
18	WA-III-031	Weverton	Washington County, MD	BeiBei Su	5/6/2010	MHT	1137 Weverton Road facing East
19	WA-III-031	Weverton	Washington County, MD	BeiBei Su	5/6/2010	MHT	1125 Weverton Road facing East
20	WA-III-031	Weverton	Washington County, MD	BeiBei Su	5/6/2010	MHT	1111 Weverton Road facing East
21	WA-III-031	Weverton	Washington County, MD	BeiBei Su	5/6/2010	MHT	Facing West toward Rohersville Road
22	WA-III-031	Weverton	Washington County, MD	BeiBei Su	5/6/2010	MHT	1028 Weverton Raod facing South
23	WA-III-031	Weverton	Washington County, MD	BeiBei Su	5/6/2010	MHT	1011 Weverton Road facing Northeast
24	WA-III-031	Weverton	Washington County, MD	BeiBei Su	5/6/2010	MHT	1008 Weverton Road facing Southwest
25	WA-III-031	Weverton	Washington County, MD	BeiBei Su	5/6/2010	MHT	903 Weverton Road facing Southeast
26	WA-III-031	Weverton	Washington County, MD	BeiBei Su	5/6/2010	MHT	811 Weverton Road facing Northeast
27	WA-III-031	Weverton	Washington County, MD	BeiBei Su	5/6/2010	MHT	735 Weverton Road facing Northeast
28	WA-III-031	Weverton	Washington County, MD	BeiBei Su	5/6/2010	MHT	725, 729 & 735 Weverton Road SE
29	WA-III-031	Weverton	Washington County, MD	BeiBei Su	5/6/2010	MHT	614 Weverton Road (Old Church)
30	WA-III-031	Weverton	Washington County, MD	BeiBei Su	5/6/2010	MHT	624 & 628 Weverton Road facing North

Roll #: 1

Film Type: Color Slide

Washington County Survey  
Community: Gapland and Weverton

31	WA-III-031	Weverton	Washington County, MD	BeiBei Su	5/6/2010	MHT	Northwest end of Weverton at Rohersville Road
32	WA-III-031	Weverton	Washington County, MD	BeiBei Su	5/6/2010	MHT	Facing East from Rohersville Road South of Garrett's Mill
33	WA-III-031	Weverton	Washington County, MD	BeiBei Su	5/6/2010	MHT	704 Weverton Road
34	WA-III-031	Weverton	Washington County, MD	BeiBei Su	5/6/2010	MHT	South end of Weverton Road
35	WA-III-031	Weverton	Washington County, MD	BeiBei Su	5/6/2010	MHT	Appalachian Trail interesction with Weverton Road
36	WA-III-039	Gapland	Washington County, MD	BeiBei Su	5/6/2010	MHT	3200 & 3206 Gapland Road

Roll #: 2

Film Type: Color Slide

Washington County Survey  
Brownsville, Gapland Weverton

Frame Number	MIHP #	Resource Name	County/State	Photographer	Date of Photo	Location of Negative	Description
1	WA-III-031	Weverton	Washington County, MD	Beibei Su	8/20/2010	MHT	605 Weverton Road, view southeast
2	WA-III-031	Weverton	Washington County, MD	Beibei Su	8/20/2010	MHT	620 Weverton Road, view west
3	WA-III-031	Weverton	Washington County, MD	Beibei Su	8/20/2010	MHT	624 Weverton Road, view west
4	WA-III-031	Weverton	Washington County, MD	Beibei Su	8/20/2010	MHT	628 Weverton Road, view southwest
5	WA-III-031	Weverton	Washington County, MD	Beibei Su	8/20/2010	MHT	725 Weverton Road, view east
6	WA-III-031	Weverton	Washington County, MD	Beibei Su	8/20/2010	MHT	721 Weverton Road, view southeast
7	WA-III-031	Weverton	Washington County, MD	Beibei Su	8/20/2010	MHT	745 Weverton Road, view east
8	WA-III-031	Weverton	Washington County, MD	Beibei Su	8/20/2010	MHT	818 Weverton Road, view northwest
9	WA-III-031	Weverton	Washington County, MD	Beibei Su	8/20/2010	MHT	1008 Weverton Road, view west
10	WA-III-031	Weverton	Washington County, MD	Beibei Su	8/20/2010	MHT	1215 Weverton Road, view southeast
11	WA-III-031	Weverton	Washington County, MD	Beibei Su	8/20/2010	MHT	1221 Weverton Road, view southeast
12	WA-III-031	Weverton	Washington County, MD	Beibei Su	8/20/2010	MHT	1310 Weverton Road, view northwest
13	WA-III-031	Weverton	Washington County, MD	Beibei Su	8/20/2010	MHT	1325 Weverton Road, view east
14	WA-III-009	Brownsville	Washington County, MD	Beibei Su	8/20/2010	MHT	2465 Boteler Road, view east
15	WA-III-009	Brownsville	Washington County, MD	Beibei Su	8/20/2010	MHT	2449 Boteler Road, view east
16	WA-III-009	Brownsville	Washington County, MD	Beibei Su	8/20/2010	MHT	2415 Boteler Road, view east
17	WA-III-009	Brownsville	Washington County, MD	Beibei Su	8/20/2010	MHT	2409 Boteler Road, view east
18	WA-III-009	Brownsville	Washington County, MD	Beibei Su	8/20/2010	MHT	2407 Boteler Road, view east
19	WA-III-009	Brownsville	Washington County, MD	Beibei Su	8/20/2010	MHT	2413 Boteler Road, view east
20	WA-III-009	Brownsville	Washington County, MD	Beibei Su	8/20/2010	MHT	2350 Boteler Road, view west
21	WA-III-009	Brownsville	Washington County, MD	Beibei Su	8/20/2010	MHT	2348 Boteler Road, view west
22	WA-III-009	Brownsville	Washington County, MD	Beibei Su	8/20/2010	MHT	2347 Boteler Road, view east
23	WA-III-039	Gapland	Washington County, MD	Beibei Su	8/20/2010	MHT	3202 Gapland Road, view west
24	WA-III-039	Gapland	Washington County, MD	Beibei Su	8/20/2010	MHT	3212 Gapland Road, view west
25	WA-III-039	Gapland	Washington County, MD	Beibei Su	8/20/2010	MHT	3223 Gapland Road, view east
26	WA-III-039	Gapland	Washington County, MD	Beibei Su	8/20/2010	MHT	3229 Gapland Road, (3314 B) view north
27	WA-III-039	Gapland	Washington County, MD	Beibei Su	8/20/2010	MHT	3229 Gapland Road, (3314 A) view west





WA-III-039

Gapland Historic District

Washington County MD

Bei bei Sn

May 5<sup>th</sup> 2010

MD SHAD

Gapland Road facing NW at entry

1 of 16



WA-III-039

Grapeland Historic District

Washington County MD

Beibei Su

May 5<sup>th</sup> 2010

MD SHPO

North Side of Grapland Road, 3 I house  
2 of 16





WA-III-039

Gapland Historic District

Washington County MD

Beiber Su

May 5<sup>th</sup> 2010

MD SHPO

Convent bridge over creek facing North



WA-TH-039

Gapland Historic District

Washington County MD

Beibei Sue

May 5<sup>th</sup> 2010

MD SHPO

Gas station facing east on Gapland Road  
4 0+16



WA-III-039

Gap Land Historic District

Washington County MD.

Beiber Su

May 5<sup>th</sup> 2010

MD SHPD

3 Houses near railroad track bed.  
5 of 16





WA-III-039

Gapland Historic District

Washington County MD

Beibei Su

May 5<sup>th</sup> 2010

MD SHPO

old csk line facing northwest.

6 of 16



WA-IV-039

Gapland Historic District

Washington County MD

Beibei Su

May 5th 2012

MD SHPO

3305 Gapland Road Vacant

7 of 16



WA-III-039

Gapland Historic District

Washington County MD

Beibei Sn

May 5th 2010

MD SHPD

3322 Gapland Road Foursome

8 of 16





WA-III-039

Grapland Historic District

Washington County MD

Beibei Sn

May 5<sup>th</sup> 2010

MD SHPD

Bungalows on Grapland Road

9 of 16



WA-III-039

Gapland Historic District

Washington County MD

Beibei Su

May 5<sup>th</sup> 2010

MD SHPO

Viewing south of Gapland Road.

10 of 16



WA-III-039

Gapland Historic District

Washington County MD

Be'bei Su

May 5<sup>th</sup> 2010

MD SHPO

3200 & 3206 Gapland Road facing West

11 of 16





WA

WA-III-039

Gapland Historic District

Washington County MD

Beikewi Sn

August 20<sup>th</sup> 2010

MD SHDO

3202 Gapland Road, New West

12 of 16



WA-III-039

Gapland Historic District

Washington County MD

Beirbei Sn

August 20<sup>th</sup> 2010

MD SHPD

3212 Gapland Road, new east

13 of 16



WA-III-039

Gapland Historic District

Washington County MD

Beibei Su

August 20<sup>th</sup> 2010

MD SHPO

3223 Gapland Road, view east

14 of 16





WA-III-039

Capland Historic District  
Washington County MD

Beihai Su

August 20<sup>th</sup> 2010

MD SHPO

3229 Capland Road (3314 B) View north

15 of 16



WA-III-039

Gapland Historic District

Washington County MD

Beiber Sn

August 20<sup>th</sup> 2010

MD SHPD

3229 Gapland Road (3314A) view West

16 of 16

## MARYLAND HISTORICAL TRUST

WA-III-039  
District 8  
Map 84  
MAGI # 2210455904

## INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC

AND/OR COMMON

Gapland

**2 LOCATION**

STREET &amp; NUMBER

Old Maryland Route 67

CITY, TOWN

Harper's Ferry, West Virginia X VICINITY OF

CONGRESSIONAL DISTRICT

6

STATE

Maryland

COUNTY

Washington

**3 CLASSIFICATION**

## CATEGORY

☒ DISTRICT  
☐ BUILDING(S)  
☐ STRUCTURE  
☐ SITE  
☐ OBJECT

## OWNERSHIP

☐ PUBLIC  
☒ PRIVATE  
☐ BOTH  
**PUBLIC ACQUISITION**  
☐ IN PROCESS  
☐ BEING CONSIDERED

## STATUS

☒ OCCUPIED  
☐ UNOCCUPIED  
☐ WORK IN PROGRESS  
**ACCESSIBLE**  
☒ YES: RESTRICTED  
☐ YES: UNRESTRICTED  
☐ NO

## PRESENT USE

☐ AGRICULTURE  
☒ COMMERCIAL  
☐ EDUCATIONAL  
☐ ENTERTAINMENT  
☐ GOVERNMENT  
☐ INDUSTRIAL  
☐ MILITARY  
☐ MUSEUM  
☐ PARK  
☒ PRIVATE RESIDENCE  
☐ RELIGIOUS  
☐ SCIENTIFIC  
☐ TRANSPORTATION  
☐ OTHER**4 OWNER OF PROPERTY**

NAME

Multiple Owners

Telephone #:

STREET &amp; NUMBER

CITY, TOWN

VICINITY OF

STATE, zip code

**5 LOCATION OF LEGAL DESCRIPTION**COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Washington County Court House

STREET &amp; NUMBER

West Washington Street

CITY, TOWN

Hagerstown

STATE

Maryland 21740

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

**7 DESCRIPTION**

WA-III-039

**CONDITION**

☐ EXCELLENT  
☒ GOOD  
☐ FAIR

☐ DETERIORATED  
☐ RUINS  
☐ UNEXPOSED

**CHECK ONE**

☐ UNALTERED  
☒ ALTERED < 50%

**CHECK ONE**

☒ ORIGINAL SITE  
☐ MOVED DATE \_\_\_\_\_

---

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

---

Gapland Maryland is a small village at the foot of South Mountain at Crampton's Gap. It is made up mostly of late 19th and early 20th century houses and has a gas station and small general store. In April, 1977, an "ESSO" sign was still hanging in front of the gas station.

CONTINUE ON SEPARATE SHEET IF NECESSARY



PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

This small community would appear to have been established during the late 19th or early 20th century.

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

CONTINUE ON SEPARATE SHEET IF NECESSARY

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

## 11 FORM PREPARED BY

NAME / TITLE

Paula Stoner, Architectural Historian

ORGANIZATION

Preservation Associates

DATE

July 1978

STREET & NUMBER

109 West Main Street, Box 202

TELEPHONE

301-432-5466

CITY OR TOWN

Sharpsburg

STATE

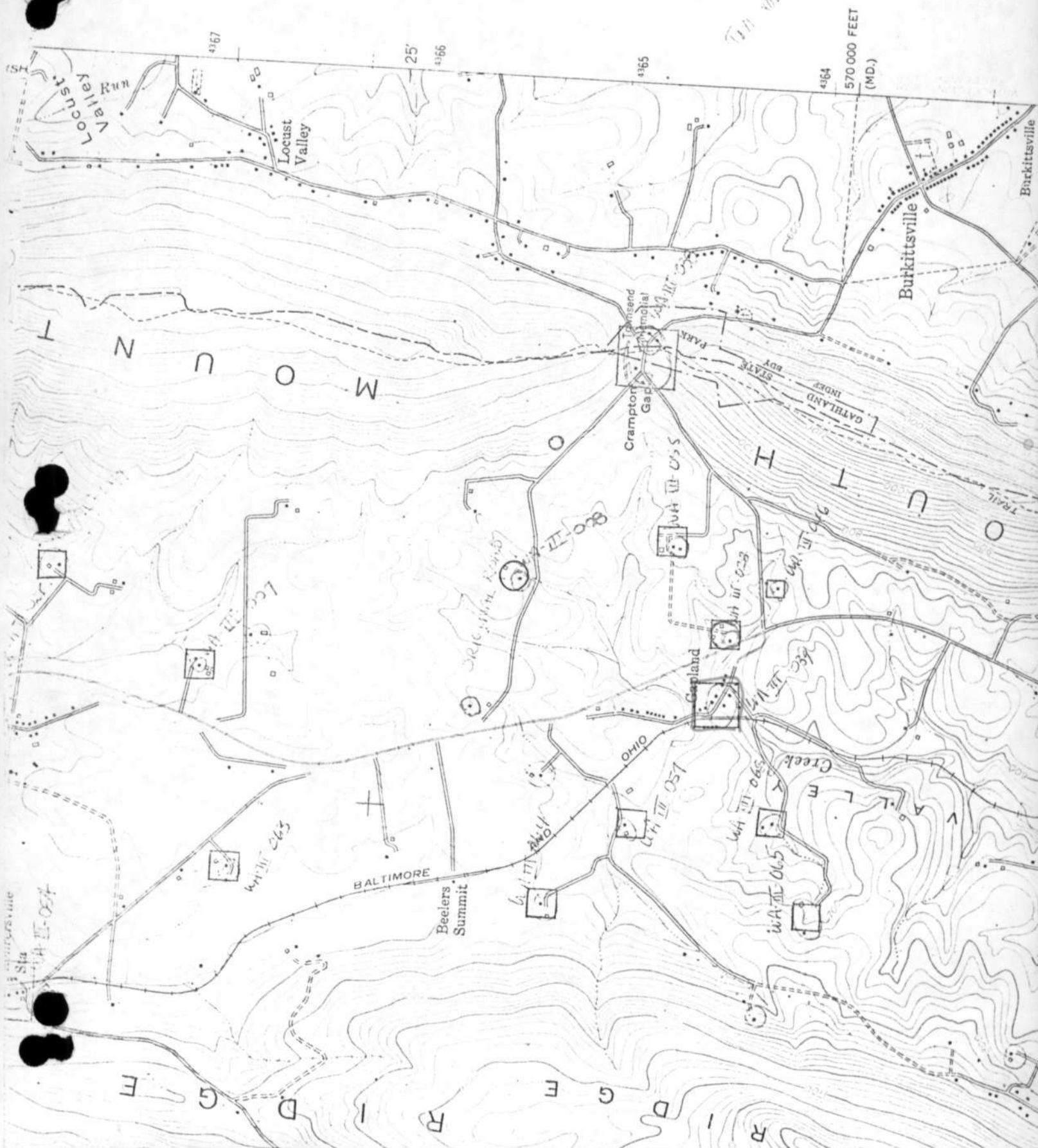
Maryland 21782

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438

Top Map of 1960





WA-III-039

S.E. view

April, 1971

Gapland

Old Md. Rt. 67  
Harper's Ferry, West Vir-  
ginia Vicinity

PAULA STONER DICKEY  
CONSULTANT, WASHINGTON CO  
HISTORICAL SITES SURVEY